Q.711.3
So882p
no.65

FENNIMORE WISCONSIN

COMPREHENSIVE PLANNING PROGRAM

BACKGROUND STUDY . . .
POLICY PLAN . . .
IMPLEMENTATION PLAN . . .

WITHDRAWN
University of
Illinois Library
Urbana-Champaign

PREPARED BY THE:

FENNIMORE PLANNING COMMISSION AND INDUSTRIAL AND ECONOMIC DEVELOPMENT CORPORATION

WITH TECHNICAL ASSISTANCE FROM THE:

SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION

FENNIMORE CITY COUNCIL

Charles Stenner, Mayor
Gerald Munns, President
Judith Behncke, Clerk-Treasurer
Gordon Bender
Roger Bierman
Rudy Freymiller
Ray Hoffman
Robert Rands
David Smith
Earl Streeter

FENNIMORE PLANNING COMMISSION

Charles Stenner, Chairman
Maynard Behncke, Secretary
Steve Briehl
Charles Leuck
Robert Rands
Don Roethe
David Stenner

FENNIMORE INDUSTRIAL AND ECONOMIC DEVELOPMENT COMMITTEE

Steve Tollefson, President
Tom Newberry, Vice-President
Stephan C. Bahl, Secretary
Dick Mudler, Treasurer
Kathy Borowski
Paul Graham
Harold Leek
Charles Leuck
Douglas Martin
Charles Stenner

SWWRPC OFFICERS

Richard Scullion, Chairman
William Michels, Vice-Chairman
Minerva Ott, Secretary-Treasurer

COMMISSION STAFF

Donald E. Rosenbrook, Executive Director
Larry Kurowski, Senior Planner
Edward R. Bible, Economic Development Planner
L. Frank Huntington, Transportation Planner
William R. Mrdeza, Local Assistance Planner*
Betty Brunker, Program Assistant II
Glenda Dye, Typist

*Author of this report.

SOUTHWESTERN WISCONSIN
REGIONAL PLANNING COMMISSION
ROOM 426 KARRMANN LIBRARY
725 WEST MAIN STREET PLATTEVILLE, WISCONSIN 53818 PHONE (608) 342-1214

November 1986

This report provides guidelines for directing Fennimore's future development in a sound and economical manner. It includes an analysis of past and present development trends, plans for future development in the city, and a proposed implementation program. The report was prepared by William Mrdeza, Local Assistance Planner on our staff.

Recognizing the need to plan ahead for future growth and development, city officials requested assistance from the Southwestern Wisconsin Regional Planning Commission to analyze the social, economic, and physical characteristics which comprise the community and to prepare a program which responds to development needs identified. The Fennimore Comprehensive Plan is intended to satisfy that local need.

Inevitable changes will occur within the years ahead. New growth will take place, existing buildings will be replaced or remodeled, and considerable resources will be expended in the development of the city. This plan will serve as a guide in directing rational patterns of growth as well as encouraging cost efficiencies in both public and private sectors involved with community development.

We wish to express our appreciation for the cooperation and assistance that we received from city officials, county and state agencies, and the citizens of Fennimore.

We are pleased to have been able to assist the city in preparing this report. We remain ready to provide additional technical planning assistance as changing conditions warrant revisions to and updating of the Fennimore comprehensive planning program.

Sincerely,

Don Rosenbrook

Donald E. Rosenbrook
Executive Director

serving Grant, Green, Iowa, Lafayette and Richland Counties

RESOLUTION ADOPTING THE COMPREHENSIVE PLAN FOR THE CITY OF FENNIMORE

WHEREAS, the Common Council of Fennimore has requested the Southwestern Wisconsin Regional Planning Commission to assist in preparing a Comprehensive Plan for the City of Fennimore; and

WHEREAS, the Comprehensive Plan was prepared under the direction of the City Planning Commission and the Fennimore Industrial and Economic Development Corporation at monthly meetings with a staff planner from the Southwestern Wisconsin Regional Planning Commission; and

WHEREAS, the Comprehensive Plan meets the statutory description of a Master Plan contained in Wisconsin Statutes 62.23; and

WHEREAS, the Common Council and City Planning Commission have conducted public hearings on the Comprehensive Plan; and

WHEREAS, the City Planning Commission has reviewed and adopted the Comprehensive Plan and recommends its adoption by the Common Council.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Fennimore upon recommendation of the Fennimore Planning Commission, that said Council does hereby go on record adopting the Comprehensive Plan for the City of Fennimore;

AND, BE IT FURTHER RESOLVED, that the Comprehensive Plan will be used as the basis for updating the Zoning and Subdivision Ordinances and shall be used as a guideline for approving or disapproving actions affecting growth and development within the jurisdiction of the City of Fennimore.

RECOMMENDED BY THE FENNIMORE PLANNING COMMISSION

Dated this 27th day of October, 1986.

Approved:

Charles W Stenner

Charles Stenner, Mayor

Charles Stenner, Chairman

Maynard Behncke, Secretary

Steve Briehl

Charles Leuck

Robert Rands

Don Roethe

David Stenner

I, Judith Behncke, City Clerk of the City of Fennimore, County of Grant, State of Wisconsin, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted by the Fennimore Common Council on October 27, 1986. Given under my hand and corporate seal of the City of Fennimore this 27th day of October, 1986.

Judith A. Behncke

Judith Behncke, City Clerk

FENNIMORE, WISCONSIN

COMPREHENSIVE PLANNING PROGRAM

Prepared for:

Fennimore City Council

Prepared by:

Fennimore Planning Commission
Fennimore Industrial and Economic Development Committee

With Technical Assistance from:

Southwestern Wisconsin Regional Planning Commission

Planning Report No. 65

The preparation of this report was financed through funding from the City of Fennimore and the Southwestern Wisconsin Regional Planning Commission.

October 1986

Digitized by the Internet Archive
in 2013

http://archive.org/details/planningreport00sout

TABLE OF CONTENTS

Page

CHAPTER 1 - BACKGROUND

THE PLANNING PROCESS 1
Beginnings 1
Steps 1
THE REGIONAL SETTING 5
Location 5
Physical Description 5
Planning Area 8

CHAPTER 2 - ROOTS 11

CHAPTER 3 - POPULATION CHARACTERISTICS

INTRODUCTION 13
CHANGE 13
General Trends 13
Trend Comparisons 16
Change 1970-1983 16
CHARACTERISTICS 16
Age and Sex 19
Sex Ratio 24
Fertility Ratio 24
Dependency Ratio 24
PROJECTION 26

CHAPTER 4 - ECONOMIC CHARACTERISTICS

INTRODUCTION 29
COMMUNITY ANALYSIS 29
Family Income 29
Labor Force 32
Employment by Industry Group 33
Occupation by Industry Group 35
TRADE AREA ANALYSIS 35
Methodology 38
ECONOMIC DISTRESS 40
Determining the Distress Level of Fennimore 42
REGIONAL ECONOMY 45
Growth Centers 45
Employment Trends 47
Income Trends 54
Local Potential 54
CITIZENS' VIEWS OF ECONOMIC POTENTIAL 57
CONCLUSIONS 59

CHAPTER 5 - HOUSING CHARACTERISTICS

INTRODUCTION 61
HOUSING NUMBERS AND TYPE 61
Number 61
Status 62
Structure 63
Occupancy/Vacancy 63

Page
Vacancy Rate . . . 64
Vacancy Status . . . 65
Tenure Status . . . 67
GENERAL CHARACTERISTICS . . . 68
Age . . . 68
Size . . . 68
Bathrooms . . . 71
Plumbing Facilities . . . 73
Utilities . . . 73
COST . . . 76
Value . . . 76
Contract Rent . . . 76
CONDITION . . . 79
CONSTRUCTION TRENDS . . . 79
HOUSING SURVEY . . . 82

CHAPTER 6 - LAND USE CHARACTERISTICS

INTRODUCTION . . . 83
PATTERNS OF DEVELOPMENT . . . 83
Residential . . . 84
Industrial . . . 84
Commercial . . . 84
DEVELOPMENT PROBLEMS . . . 84
EXISTING LAND USE WITHIN FENNIMORE . . . 85
Residential Land Use . . . 89
Commercial Land Use . . . 89
Industrial Land Use . . . 90
Institutional Land Use . . . 90
Parks and Recreation Land Use . . . 90
Transportation Land Uses . . . 90
Undeveloped Land Area . . . 91
FUTURE LAND USE NEEDS . . . 91
Residential Land Use Need . . . 91
Commercial Land Use Need . . . 94
Industrial Land Use Need . . . 94
Institutional Land Use Need . . . 94
Transportation Land Use Need . . . 94
Undeveloped Area . . . 94
EXISTING LAND USE IN THE PLANNING AREA . . . 95
Residential Land Use . . . 95
Commercial/Industrial Land Use . . . 95
Public/Semi-Public Land Use . . . 95
Park and Recreation Land Use . . . 98
Undeveloped Areas . . . 98
DEVELOPMENT LIMITATIONS . . . 98
Topography . . . 98
Slope . . . 98
Septic Tank Limitations . . . 100
Foundation Limitations . . . 100
Depth to Bedrock . . . 104
Depth to Water Table . . . 104
Farmland Potential . . . 104
DEVELOPMENT PRINCIPLES . . . 107
Orderly Development . . . 109
Compact Development . . . 109
Suitability of Uses to Natural Characteristics . . . 109

Page
Compatibility of Uses . . . 109
Equitable Cost Distribution . . . 109
Public Opinion . . . 110
Public Interest and Private Rights . . . 110

CHAPTER 7 - TRANSPORTATION CHARACTERISTICS

INTRODUCTION . . . 111
ALTERNATIVE TRANSPORTATION SERVICE . . . 111
Truck Transportation . . . 111
Rail Transportation . . . 111
Air Transportation . . . 111
FUNCTIONAL AND JURISDICTIONAL STREET AND HIGHWAY CLASSIFICATION . . . 114
Grant County . . . 114
Fennimore . . . 115
TRAFFIC VOLUMES . . . 126
Grant County . . . 126
Fennimore . . . 126
STREET PATTERN AND DESIGN . . . 126

CHAPTER 8 - PUBLIC FACILITY CHARACTERISTICS

INTRODUCTION . . . 137
CITY ADMINISTRATION . . . 137
PROTECTION FACILITIES . . . 137
Police Department . . . 137
Fire Department . . . 137
SANITATION AND MAINTENANCE . . . 139
Refuse Collection . . . 139
Street Maintenance . . . 139
LIBRARY SERVICES . . . 139
Fennimore Public Library . . . 139
Southwestern Wisconsin Library System . . . 140
UTILITIES AND COMMUNICATION FACILITIES . . . 140
Gas Distribution System . . . 140
Water, Sewer, and Electric Distribution Systems . . . 140
Postal Service . . . 141
Newspaper . . . 141
Other . . . 141
EDUCATION FACILITIES . . . 141
Fennimore School District . . . 141
Southwest Wisconsin Vocational-Technical Institute . . . 143
Cooperative Educational Service Agency 3 . . . 143
HEALTH CARE AND COMMUNITY FACILITIES . . . 144
Lancaster Memorial Hospital . . . 144
Memorial Hospital of Boscobel . . . 144
Plattner Clinic . . . 145
Grant Community Clinic . . . 145
Dental Facilities . . . 145
Good Samaritan Center . . . 145
Senior Nutrition Site . . . 145
CEMETERIES . . . 146
PARKS AND RECREATION . . . 146
Fennimore Elementary School . . . 148
Municipal Park . . . 148
St. Mary's Catholic Church . . . 148
Fennimore High School . . . 148

Page
Hickory Grove Community Golf Course 148
Swimming Pool 148
Marsden Park. 148
City Farm 149
Arbor Vitae Park. 149
VFW Playlot 149
Novinska Playground 149
Good Samaritan Center 149
Foxmoor Heights Greenway. 149
Vocational School Campus. 149
Summary and Recommendations 149
PUBLIC FACILITY SURVEY 153

CHAPTER 9 - UTILITY CHARACTERISTICS

INTRODUCTION 155
SEWERAGE SYSTEM. 155
Collection System 155
Sewage Treatment Plant. 159
WATER SYSTEM 160
Distribution System 160
Recommendations 164
MUNICIPAL ELECTRIC UTILITY 165

CHAPTER 10 - COMMUNITY POLICY PLAN

INTRODUCTION 167
COMMERCIAL DEVELOPMENT 168
INDUSTRIAL DEVELOPMENT 171
RESIDENTIAL DEVELOPMENT. 172
LAND USE 174
TRANSPORTATION 175
PUBLIC FACILITIES. 176
RECREATIONAL DEVELOPMENT 177
PLANNING AREA DEVELOPMENT. 178

CHAPTER 11 - FENNIMORE COMPREHENSIVE PLAN

INTRODUCTION 181
LAND USE PLAN 181
Residential Development 185
Commercial Development 188
Industrial Development 193
TRANSPORTATION PLAN 194
Railroad Transportation 195
Air Transportation. 195
Truck Transportation. 195
Bus Transportation. 195
Special Transportation. 196
Streets and Highways. 196
COMMUNITY FACILITIES AND SERVICES PLAN 198
Municipal Facilities 198
Educational Facilities 199
Health Facilities 199
Recreation and Open Space 199

CHAPTER 12 - PLAN IMPLEMENTATION

Page
INTRODUCTION 201
DEVELOPMENT REGULATIONS 201
  Zoning Ordinance 201
  Subdivision Ordinance 202
  Official Map Ordinance 203
  Building Code 203
  Housing Code. 203
  Extraterritorial Controls 203
CAPITAL IMPROVEMENTS PROGRAM 203
ECONOMIC DEVELOPMENT 204
CONTINUING PLANNING PROGRAM 204
  Community Support 204
  Common Council. 205
  City Planning Commission. 205
  Building Inspector 205
  Citizen Involvement 205
REQUIRED ACTION 205
CONCLUSION 206

APPENDICES

APPENDIX A - COMMUNITY SURVEY RESULTS. 207
  Summary of Responses 212
  Survey Instrument 224
APPENDIX B - COMMUNITY ECONOMIC PREPAREDNESS INDEX 234

LIST OF TABLES

Page

CHAPTER 3 - POPULATION CHARACTERISTICS

1. Historical Population: 1900-1980 Fennimore, Grant County, Southwestern Wisconsin, Wisconsin 14
2. Population Trend Comparison Between Fennimore and Nearby Communities: 1900-1980. 17
3. Historical Population: 1970-1983 - Fennimore, Town of Fennimore, Grant County 17
4. Age and Sex Distribution, Fennimore: 1950-1980. 20
5. Age and Sex Distribution Comparison: 1980 - Grant County, Southwestern Wisconsin, Wisconsin. 22
6. Sex Ratio: 1950-1980 - Fennimore, Grant County, Southwestern Wisconsin, Wisconsin. 25
7. Fertility Ratio: 1950-1980 - Fennimore, Grant County, Southwestern Wisconsin 25
8. Dependency Ratio: 1950-1980 - Fennimore, Grant County, Southwestern Wisconsin, Wisconsin. 25
9. Historical and Projected Population: 1950-2010 - Fennimore. 27

CHAPTER 4 - ECONOMIC CHARACTERISTICS

1. Family Income Distribution - Fennimore, Grant County, Wisconsin: 1980 30
2. Survey Results of Family Income by Wards - Fennimore: 1984 30
3. Households by Type of Income - Fennimore, Grant County, Wisconsin: 1980 31
4. Labor Force Participation Rates of Persons 16 Years and Over - Fennimore, Grant County, Wisconsin: 1980 32
5. Industry of Employed Persons 16 Years and Older - Fennimore, Grant County, Wisconsin. 34
6. Occupation of Employed Persons 16 Years and Older - Fennimore, Grant County, Wisconsin. 36
7. Number of Two-Digit SIC Code Establishments in Trade and Services by Community: 1983 39
8. Determination of Level of Distress: Minimum Standards 44
9. Fennimore Distress Criteria. 44
10. Candidates for Growth Centers. 48
11. Growth Center Classification 49
12. Selected Community Facilities for Southwestern Wisconsin Growth Centers 51
13. Employment by Major Economic Group: 1973-1982 Southwestern Wisconsin 52
14. Employment by Major Economic Group: 1973-1982 Grant County, Wisconsin. 53
15. Income by Major Economic Group: 1973-1982 Southwestern Wisconsin 55
16. Income by Major Economic Group: 1973-1982 Grant County, Wisconsin. 56

CHAPTER 5 - HOUSING CHARACTERISTICS

1. Number of Housing Units - Fennimore, Grant County, Wisconsin: 1960-1980. 62
2. Year-Round/Seasonal Status of Housing Units - Fennimore, Grant County, Wisconsin: 1980 62

Page
3. Structure Type of Year-Round Housing Units - Fennimore, Grant County, Wisconsin: 1980 63
4. Occupancy/Vacancy Status of Year-Round Housing Units - Fennimore, Grant County, Wisconsin: 1970-1980. 64
5. Vacancy Rates of Year-Round Housing - Fennimore, Grant County, Wisconsin: 1970-1980. 65
6. Vacant Year-Round Housing by Vacancy Status - Fennimore, Grant County, Wisconsin: 1980 66
7. Tenure Status of Occupied Housing Units - Fennimore, Grant County, Wisconsin: 1970-1980. 67
8. Age of Year-Round Housing Units - Fennimore, Grant County Wisconsin: 1980 69
9. Year-Round Housing Units by Number of Rooms Per Unit - Fennimore, Grant County, Wisconsin: 1980 70
10. Year-Round Housing Units by Number of Bedrooms Per Unit - Fennimore, Grant County, Wisconsin: 1980 71
11. Year-Round Housing Units With Bathrooms - Fennimore, Grant County, Wisconsin: 1980 72
12. Year-Round Occupied Housing Units With Plumbing Facilities - Fennimore, Grant County, Wisconsin: 1980. 73
13. Heating Equipment of Year-Round Housing Units - Fennimore, Grant County, Wisconsin: 1980 74
14. Source of Water of Year-Round Housing Units - Fennimore, Grant County, Wisconsin: 1980 75
15. Sewage Disposal Systems of year-Round Housing Units - Fennimore, Grant County, Wisconsin: 1980 75
16. Values of Single-Family, Owner-Occupied Housing Units - Fennimore, Grant County, Wisconsin: 1980 77
17. Contract Rent of Renter-Occupied Housing Units - Fennimore, Grant County, Wisconsin: 1980 78
18. Four-Count Housing Distribution - Fennimore: 1980 80
19. New Residential Building Permits Issued - Fennimore: 1974 - October, 1985 81

CHAPTER 6 - LAND USE CHARACTERISTICS

1. Building Permits Issued - Fennimore: 1974 - October, 1985 83
2. Existing Land Use: Fennimore, 1985. 86
3. Residential Land Use Need: 2010 93
4. Existing Land Use: Fennimore Planning Area, 1985. 96

CHAPTER 7 - TRANSPORTATION CHARACTERISTICS

1. Airport Type Characteristics 114
2. Rural Arterial Criteria. 117
3. Rural Collector and Local Criteria 118
4. Urban Principal Arterials. 120
5. Urban Minor Arterials. 121
6. Urban Collectors and Locals. 122
7. Urban Streets - Roadway Design Characteristics 124

CHAPTER 8 - PUBLIC FACILITY CHARACTERISTICS

1. Population Trends. 146

Page

CHAPTER 9 - UTILITY CHARACTERISTICS

1. Sources of Infiltration: 1975 156
2. Summary of Treatment Plant Flow and Waste Land Capacity: 1980. . . . 159
3. Water Distribution System Characteristics: 1986. 160
4. Water Consumption Characteristics: 1985. 163
5. Characteristics of City Wells. 163
6. City Water Quality Analysis: 1985. 164

CHAPTER 10 - COMMUNITY POLICY PLAN

1. Existing Conditions, Forecasts/Proposals, and Implications - Fennimore Planning Period. 169

CHAPTER 11 - FENNIMORE COMPREHENSIVE PLAN

1. Additional Land Uses Proposed for Development. 182

LIST OF PLATES

Page

CHAPTER 1 - BACKGROUND

1. City of Fennimore, Wisconsin 2
2. The Planning Process 4
3. Distances to the Southwestern Wisconsin Region 6
4. Incorporated and Unincorporated Places 7
5. Fennimore Planning Area 9

CHAPTER 3 - POPULATION CHARACTERISTICS

6. Cumulative Percent Population Change: 1900-1980 15
7. Population Trends of Nearby Communities: 1900-1980 18
8. Comparative Age-Sex Distribution: 1970-1980 21
9. Age-Sex Distribution Comparison: 1980 - Grant County, Southwestern Wisconsin, Wisconsin 23
10. Population - Historical and Projected: 1950-2010 - Fennimore 28

CHAPTER 4 - ECONOMIC CHARACTERISTICS

11. Trade Areas - Southwestern Wisconsin Region 37
12. Level of Economic Distress - Southwestern Wisconsin Region by Township 41
13. Distribution of Township Areas by Level of Distress 43
14. Level of Economic Distress - Cities and Villages of the Southwestern Wisconsin Region 46
15. Growth Centers of the Southwestern Wisconsin Region 50

CHAPTER 6 - LAND USE CHARACTERISTICS

16. City of Fennimore Existing Land Use 87
17. Fennimore Planning Area - Existing Land Use 97
18. Topography 99
19. Slope Limitations 101
20. Septic Tank Limitations 102
21. Foundation Limitations 103
22. Depth to Bedrock 105
23. Depth to Water Table 106
24. Farmland Potential 108

CHAPTER 7 - TRANSPORTATION CHARACTERISTICS

25. Known Locations of Airports in Wisconsin 113
26. Functional Classification for Grant County Roads: 1984 116
27. Fennimore Functional Street Classification: 1984 119
28. Proposed Street Reconstruction Projects 125
29. Annual Average 24-Hour Traffic Volume - Grant County: 1982 127
30. Annual Average 24-Hour Traffic Volume - Grant County: 1985 128
31. Fennimore Average Annual 24-Hour Traffic Volume 129
32. Select Street Design Standards 131
33. Select Street Design Standards 132
34. Two Poor Street Designs and Lot Layouts 133
35. Sample Lot Designs 134
36. Sketch Plan 135

Page

CHAPTER 8 - PUBLIC FACILITY CHARACTERISTICS

37. Fennimore Public Facilities 138
38. Existing Recreation Areas - City of Fennimore 147
39. Community Park Service Areas - City of Fennimore 151
40. Neighborhood Park and Playground Service Areas - City of Fennimore . 152

CHAPTER 9 - UTILITY CHARACTERISTICS

41. City of Fennimore Sewer System 157
42. City of Fennimore Water System 161

CHAPTER 11 - FENNIMORE COMPREHENSIVE PLAN

43. City of Fennimore Development Plan 183
44. Mobile Home Parks 189

CHAPTER 1

BACKGROUND

BACKGROUND

THE PLANNING PROCESS

Beginnings

Since 1900, Fennimore has been experiencing steady growth in both its size and population. Except for the period between 1920 and 1930 where there was a 3 percent decline in population, Fennimore's growth rate has paralleled that of the state and has mirrored Grant County's pattern, although at a more rapid pace. From a population of 1,035 persons in 1900, the city has grown by about 114 percent to 2,212 in 1980. Factors contributing to Fennimore's growth in recent years include its importance as an agricultural service center, the attraction of new industry, and the establishment of a regional vocational technical institute. More will be said about the causes of this growth in later sections.

In order to accommodate this growth, the city has had to expand its original boundaries. Most annexations to the city occurred in the early to mid 1970's. Four annexations expanded the northern limits of the city, and as shown in Plate 1 , are responsible for the irregular shapes which extend above Fourth Street. In the late 1960's, Fennimore annexed that portion of the city to the east which was previously farm land. This includes the site of the present day industrial park as well as the location of the vocational technical school.

In addition to expanding the boundaries of the city, Fennimore has also experienced growth within the city limits. Since the mid 1960's, over a dozen new subdivisions have been developed. Most of these additions were developed on the city's north and west sides and include the Bahl, Arbor Vitae Kreul, Crestwood, Valley View, Schraeder, Winker, Foxmore, Belskamper, James Court, and Maple Lane developments. Over 150 additional lots have resulted from these additions to the original platted areas of the city.

In an effort to reverse the slow decline in population, attract new industry to Fennimore, and properly guide development in the city in keeping with its present character, the city decided to undertake a comprehensive planning effort. Through this effort, Fennimore hopes to assess its present resources and to guide future development in an organized manner. Four groups are involved in the undertaking. Together the City of Fennimore, the Fennimore Planning Commission, the Fennimore Industrial and Economic Development Committee, and the Southwestern Wisconsin Regional Planning Commission have worked to make the concept of the plan a reality. By assessing current uses and conditions, the plan can also help guide future growth and development, making recommendations as to how best to carry that out.

Steps

Any planning process involves a certain logical progression of steps along which it proceeds. Each step builds upon the preceeding one toward final plan implementation. Basically, the steps involve a background analysis to determine existing conditions; the formulation of goals and objectives designed to guide future development; the development plan itself, which spells out what and where future development will occur; an implementation or action plan detailing the steps needed to make the development plan a reality; and a monitoring effort which periodically assesses where the community is as far as plan implementation, what conditions have changed, and

CITY OF FENNIMORE

GRANT COUNTY, WISCONSIN

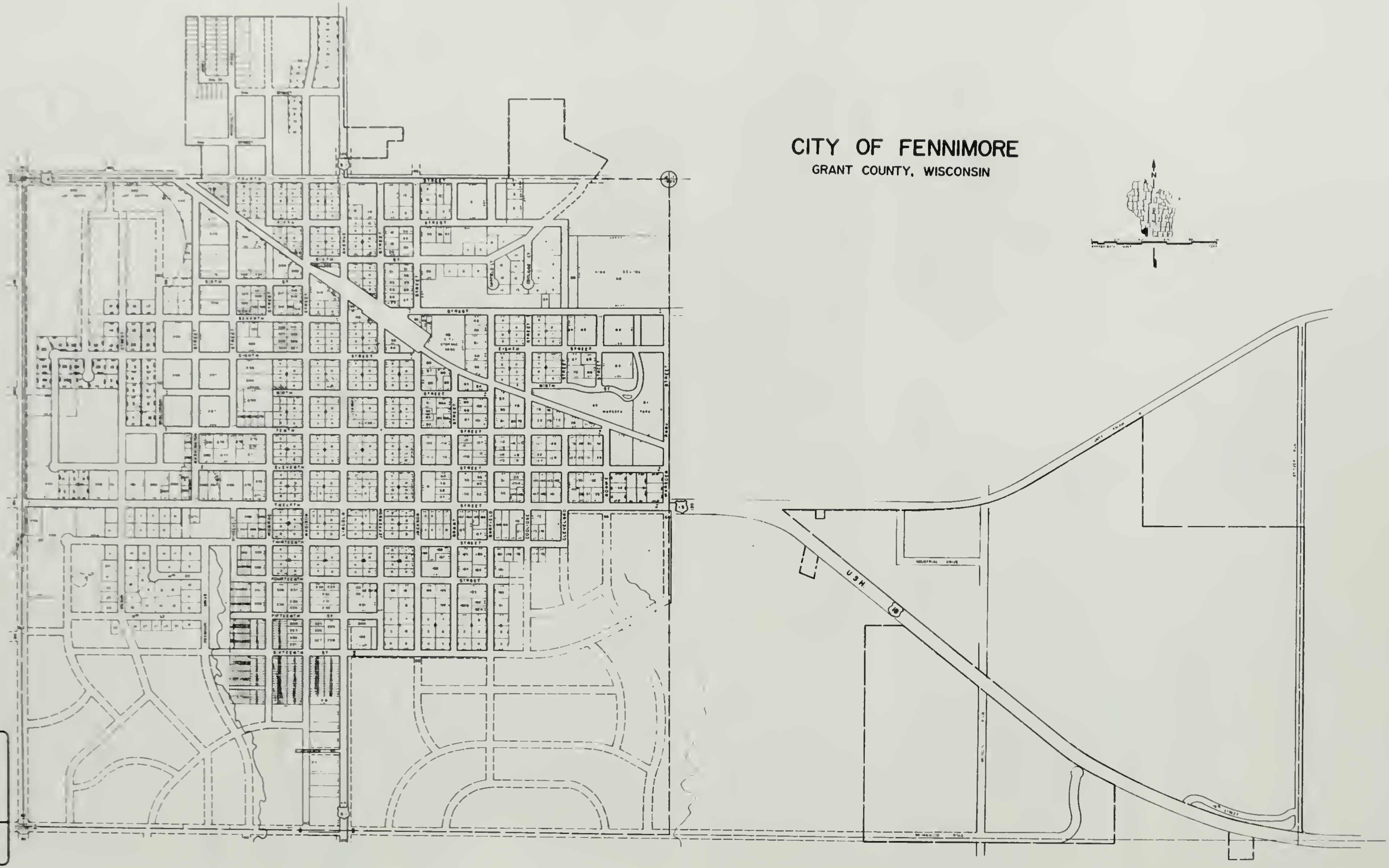


PLATE 1

how to deal with those changes while continuing to meet the goals and objectives. Plate 2 graphically depicts this process in greater detail, while more specific information on each step follows.

Background Study

This section is designed to assess current conditions in Fennimore and consists of two distinct activities. In the base mapping phase, an accurate city base map is developed, upon which information regarding land use and subsequent development recommendations is placed. Additional maps including the mile and a half zone of extraterritorial jurisdiction are prepared which show not only land use, but natural limitations to various uses, including topography, soils, slope, and flooding. Taken collectively, these maps provide the framework upon which future development options are based.

In addition to base mapping, the second activity covered in this section is a socio-economic study of the community. By looking at such factors as population, economics, housing, public facilities, and others, an inventory of existing conditions can be made. From this inventory, trends can be determined, again in an effort to guide future development decisions. In this way, both the physical and social conditions and needs of the community are examined.

Goals and Objectives

Once the background information has been collected, the next step is the development of the community's goals and objectives. This is a crucial step in that the goals and objectives will guide and ultimately determine the final development plan. In order to insure that all concerned citizens have a say in the future development of Fennimore, several opportunities have been designed into the planning process. These include: 1) periodic committee meetings open to the public, 2) press releases in local newspapers and on area radio stations, 3) the distribution of a citizen opinion questionnaire, and 4) a public hearing prior to plan adoption.

Development Plan

The development plan is the culmination of the previous efforts and outlines recommended directions for development twenty years into the future. The plan focuses on the best uses of land in and around Fennimore. These decisions are based upon physical limitations, community goals, and future trends. Being dynamic, the plan attempts to forsee future needs and provide enough flexibility to meet those needs. This is further discussed under the re-evaluation section.

Action Plan

The action plan is the mechanism by which the development plan is implemented. It consists of the various ordinances and regulations available to city officials in order to put into practice the previous recommendations for development. A brief discussion of the types of ordinances the City of Fennimore may be developing or revising include:

1. Zoning Ordinance: A map and text outlining the permitted use of each parcel of land in the city. The intent of the ordinance is to insure future developments are consistent with the Development Plan and that land is not used in a manner which would be harmful to adjacent or nearby landowners and to the public in general. The existing ordinance would be revised where conflicts between plan and ordinance exist.

THE PLANNING PROCESS

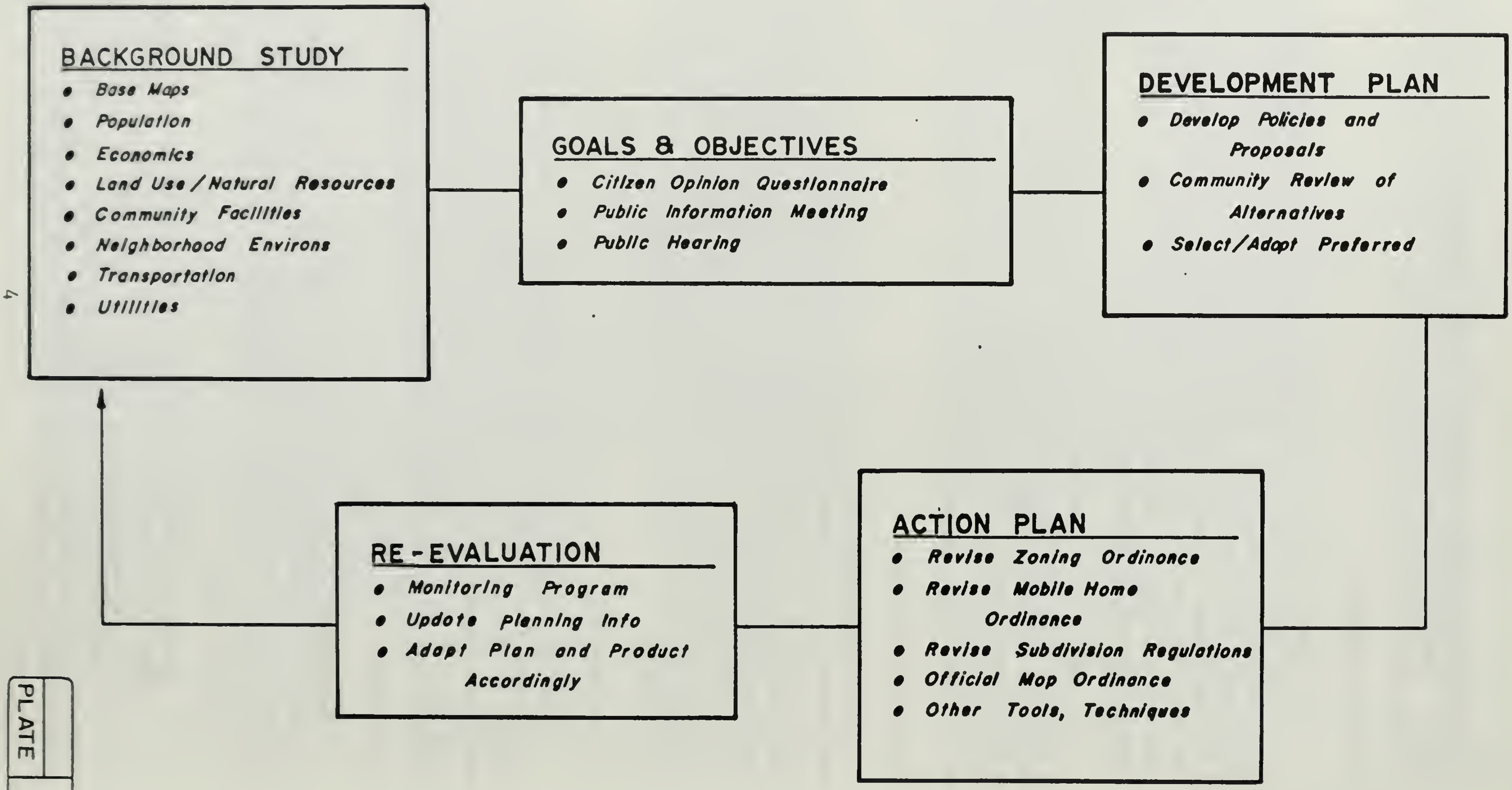

BACKGROUND STUDY
• Base Maps
• Population
• Economics
• Land Use / Natural Resources
• Community Facilities
• Neighborhood Environs
• Transportation
• Utilities
GOALS & OBJECTIVES
• Citizen Opinion Questionnaire
• Public Information Meeting
• Public Hearing
DEVELOPMENT PLAN
• Develop Policies and Proposals
• Community Review of Alternatives
• Select/Adopt Preferred
ACTION PLAN
• Revise Zoning Ordinance
• Revise Mobile Home Ordinance
• Revise Subdivision Regulations
• Official Map Ordinance
• Other Tools, Techniques
RE-EVALUATION
• Monitoring Program
• Update Planning Info
• Adopt Plan and Product Accordingly

PLATE 2

2. Subdivision Regulations: This ordinance gives the City Council and Plan Commission a more direct role in reviewing new subdivisions to encourage well-designed developments. The city can specify general design and construction standards for newly developed areas to assure that adequate streets and city services are provided for.

3. Official Map Ordinance: This ordinance identifies existing and anticipated future public lands and streets. It would be necessary to implement recommendations of the transportation element.

4. Other Regulatory Controls: This would include any other tools designed to implement the recommendations of the plan.

Re-evaluation

By its very nature, planning is a dynamic process. Even the best of plans have provisions which make them flexible and able to change with the times. The process of re-evaluation simply takes into account those unforeseeable changes which occur over time and adjusts the plan in response to those changes. This ability to adapt is a crucial element of any ongoing planning process and makes the plan a more useful tool for community development purposes.

THE REGIONAL SETTING

Location

Fennimore is located in north central Grant County and is 11 miles from Lancaster, the county seat, and 26 miles from Platteville, the major city in the county. Madison, the state capitol, with a population of 170,616, lies about 72 miles east of Fennimore. Plate 3 illustrates the southwestern Wisconsin region relative to selected cities in the five-state area. The southwestern Wisconsin region is comprised of the counties of Grant, Green, Iowa, Lafayette, and Richland.

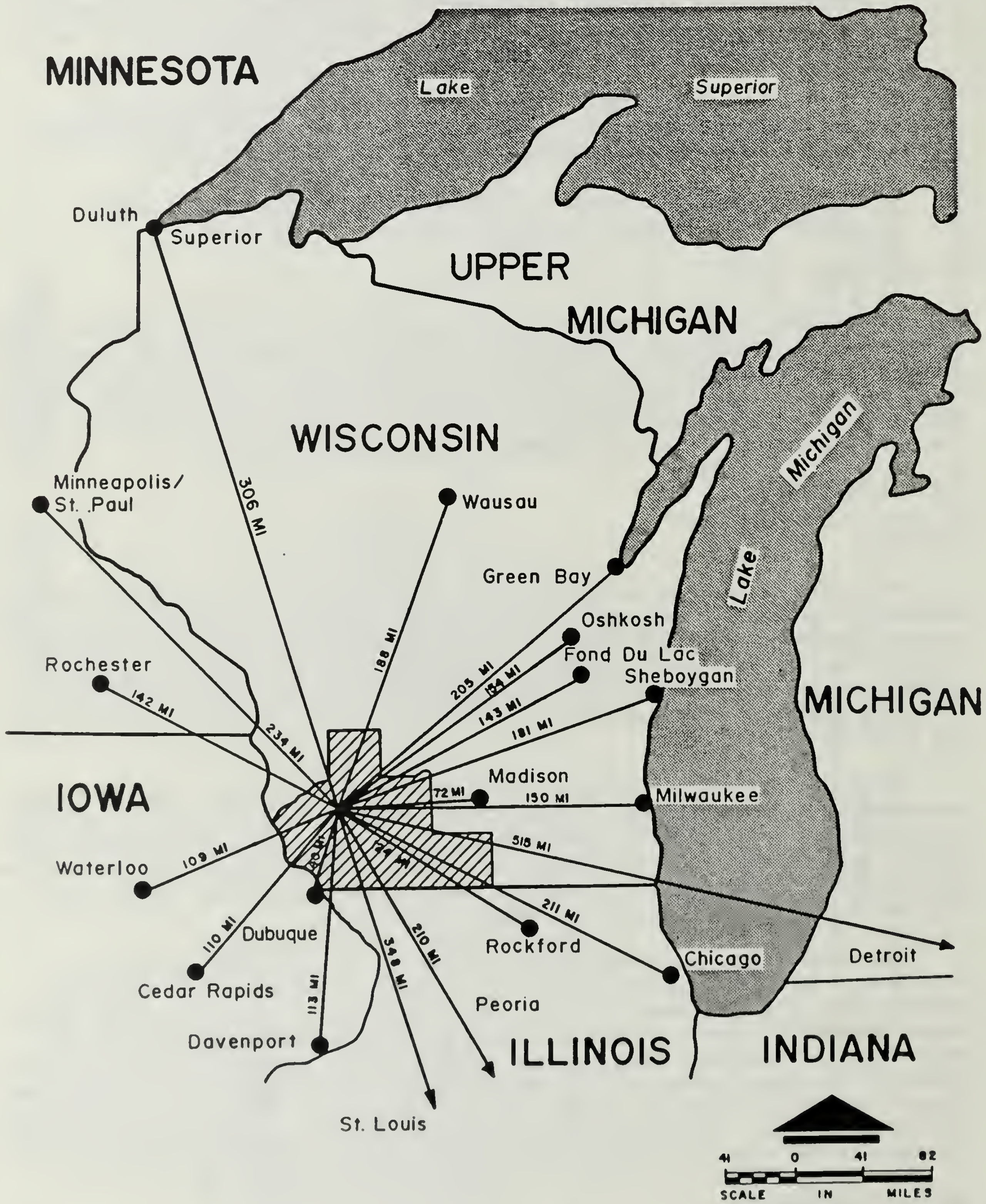
According to the 1980 census, approximately 136,438 persons reside in the southwestern Wisconsin region. These people reside in one of the 12 cities or 39 villages located in the 97 townships comprising southwestern Wisconsin. Plate 4 depicts the relative location of each of these places in the region. As can be seen, the three major population centers are Platteville, Monroe, and Richland Center. Fennimore is the tenth largest city.

Fennimore enjoys an advantageous position as far as transportation is concerned. Both U.S. Highway 61 and U.S. Highway 18 intersect in the city's business district. Highway 61 serves to provide access to the north and south, while Highway 18 carries goods and people to and from the city east and west. Until recently Fennimore also had rail service to the community, but with the financial problems facing rail carriers recently, this line had to be abandoned due to low traffic volumes. Today, all that remains is the vacant right of way, a reminder of where the tracks once lay. The corridor, however, may pose possibilities as far as a local recreation route or other public recreational use.

Physical Description

Fennimore and the rest of the southwest Wisconsin region is located in what is known as the "driftless area." The significance of its location in such a

DISTANCES TO THE SOUTHWESTERN WISCONSIN REGION*



* FROM FENNIMORE FOLLOWING STATE HIGHWAYS

PLATE 3

INCORPORATED AND UNINCORPORATED PLACES

SOUTHWESTERN WISCONSIN REGION

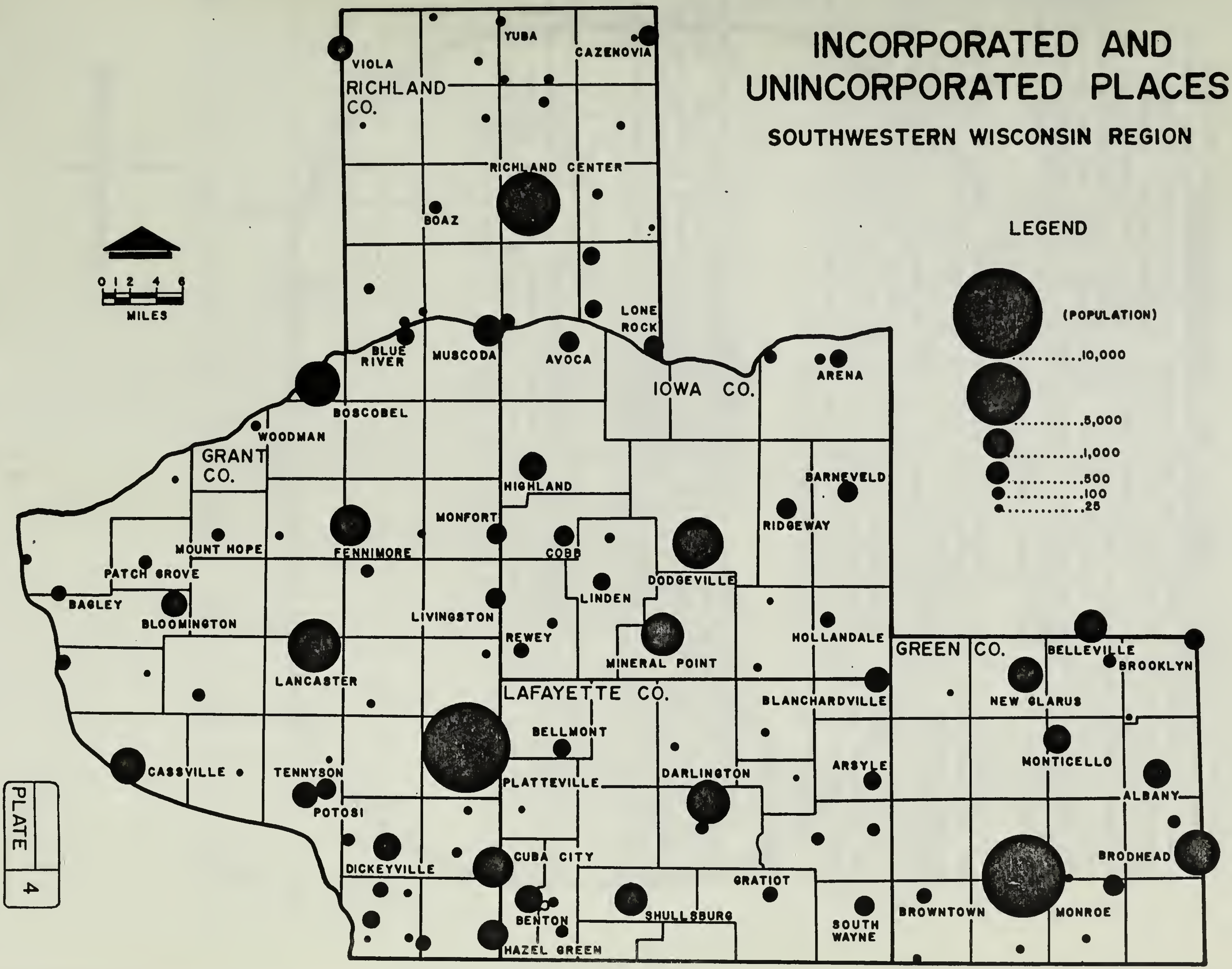


PLATE 4

unique area is substantial. Because of the non-glaciated nature of the area, streams and other forces of nature have carried on the erosional process uninterrupted for thousands of years. This has resulted in a very dissected landscape comprised of a series of hills and valleys with a generally steep topography. Since glaciation also tends to form many small lakes, it is no surprise that the southwestern Wisconsin region lacks such features. Thus, most surface water in the area is supplied by streams and rivers. The two major river systems serving the area are the Mississippi and the Wisconsin Rivers. Only the eastern portion of Green County exhibits characteristics associated with glaciation, although it, too, was missed during the most recent period.

Fennimore lies in the heart of this unglaciated region. Characteristically, the land surrounding the city consists of rolling hills and areas of steep topography, bisected by several streams. The city itself is built on fairly level ground with only those areas in the eastern portion experiencing problems associated with the topography of the land. The major drainage system for the area consists of the Grant River to the southwest and it's tributaries, and the Platte River to the southeast and it's tributaries. Elevations within the city range from around 1,200 feet in the middle and northern portions of the community, to about 1,120 feet in the southeast corner near the sewage treatment plant.

Planning Area

According to state statute, cities the size of Fennimore have extraterritorial jurisdiction to the area one and one-half miles outside of the city limits. During the course of this plan, this area shall constitute the Fennimore Planning Area and is shown in Plate 5 . The purpose of the extraterritorial zone is essentially one of coordination with the township in an effort to anticipate and mitigate any impacts stemming from development in that area.

There are approximately 11,477 acres contained within the planning area, excludin that land within the city limits. Most of this area consists of agricultural, woodland, or wetland uses. Developed land (farmsteads, houses, streets, highways, etc.) constitutes only about 4.5 percent of the land in the Fennimore Planning Area. A more detailed analysis of the planning area will occur in later sections.

FENNIMORE PLANNING AREA

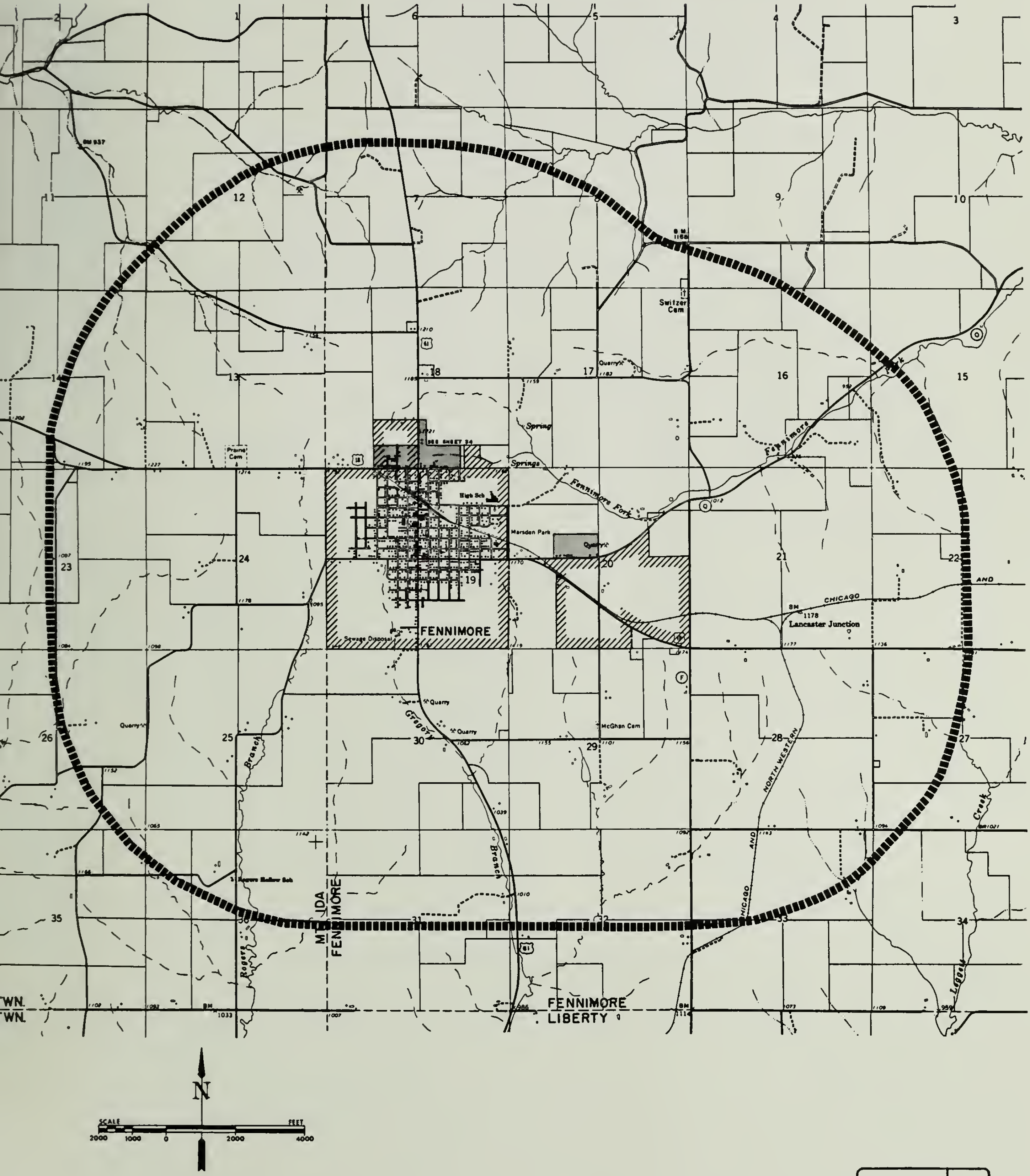


PLATE 5

CHAPTER 2

ROOTS

ROOTS[1]

The City of Fennimore was originally called Fennimore Grove. Fennimore was named after John Guard Fennimore, an early squatter who came into the Fennimore area shortly before the Black Hawk War. He built a log cabin and farmed a small plot of land along the old Military Road, approximately two miles due east of the present site of the City of Fennimore. His cabin became a frequent stopping spot for travellers along the Military Road because of the large spring located nearby and because of his hospitable nature. During the Black Hawk War he disappeared, leaving only his name attached to the area. After 150 years, most of John Fennimore's life is still a mystery. Some say that Fennimore died and was buried near his cabin, others have said that he and his family left the area and returned to his previous occupation of steam boating on the Mississippi and Ohio Rivers.

In the 1840's a considerable migration of farmers into the area occurred, brought on perhaps by the influx of miners in the 1820's and 1830's. These miners came within a few miles of Fennimore on both the east and south, seeking deposits of lead known to exist in this area. The miners provided a ready market for the farmers' produce. During these years a small hamlet called Fennimore grew up a mile west of present Fennimore on Highway 18. This hamlet included an inn, a doctor's office, a blacksmith shop, a Methodist church, and a general store. Where Fennimore was then located, today is farmland. Not a single building at that old village remains standing on its original site. Fennimore was established at its present location when the general store was moved from old Fennimore to the new Fennimore Center, as it was then called. During the Civil War a road from Lancaster to Boscobel was constructed which crossed the Military Road at Fennimore's present location. It was at this crossroads that the general store relocated, followed by the relocation of the entire community.

Most of the settlers in the early community and surrounding farms moved here from the New England states and were of English origin. Three other nationality groups moved into the area to farm and then retired to the central community after their active farming was concluded. A German group settled north of Fennimore, a Norwegian influx settled east of Fennimore, and an Irish group settled west of the city. The early settlers felt the need of a school for the growing number of children in the settlements. The first school was taught in the winter of 1846-1847, and by 1881 Fennimore had 15 school houses.

The village grew rather slowly for many years, having no manufacturers or shipping facilities; but with the advent of the railroad in 1878, an era of development began. In 1879, the building of a second track, from Woodman to Lancaster and passing through Fennimore, gave added importance to the village. Surrounded, as it was, by good farming country, Fennimore Center was situated in a most favorable position for development. Both these railroad lines were bought by North Western Railroad. The North Western depot was a busy place with at least four passenger trains daily.

---

[1] Information for this section was derived primarily from: City of Fennimore Comprehensive Plan (Fennimore, WI: City of Fennimore, 1973), pp. 3-4; and Betty Lou Cauffman, et al., Fennimore - Then and Now: 1830 to 1980 (Minneapolis, MN: Jostens, Inc., 1980), pp. 4-24.

In 1895, the village had a population of 876, compared with 478 people in 1885. Fennimore's growth from 1860 to 1960 was slow, but steady. The major purpose of the community has always been to serve as a farm shopping and services center. As the farm population grew, so did the population of the city. Since the late 1960's, two things occurred which have greatly altered Fennimore's growth pattern and the way of life in the community. The location of the Southwest Wisconsin Vocational Technical Institute in the city, along with the growth of the local public schools, have made Fennimore a nucleus of education in southwestern Wisconsin. Secondly, the establishment of an industrial park and the presence of Ray-O-Vac in the community have given Fennimore the opportunity to move into the field of industry.

CHAPTER 3

POPULATION CHARACTERISTICS

POPULATION

INTRODUCTION

An analysis of population is an important aspect of any planning effort. Not only will such an analysis serve to identify trends in a community's population over time, it will also serve as a basis for making projections of need for facilities and services (i.e., housing, fire protection, etc.). By analyzing the trends, decisions affecting future development can be made based on a better understanding of the factors acting upon the population. For example, a long-term, general decline in township population and a corresponding, long-term gain in nearby city populations would indicate a need to plan for additional residential areas within or adjacent to the communities, while discouraging a corresponding tendency in the township. By understanding the factors contributing to the respective declines and gains (i.e., increased employment opportunities in the cities, a decline in farming activity, etc.), additional decisions affecting commercial development, recreation, public facilities and services, and other facets of community development can be made. More detailed analysis, such as that dealing with the make up of the population, can reveal such data as the median age of the community, and thus give advance notice of the type of facilities and services which will be needed in the future.

CHANGE

General Trends

The historical population from 1900 to 1980 for Fennimore, Grant County, the southwestern Wisconsin planning region,[1] and Wisconsin are shown in Table 1. Also indicated (in italics) is the percentage change in population during each ten-year period for the geographic units listed. Plate 6 graphically illustrates this change in a cumulative manner, as a percentage of each preceeding year. The final column in the table indicates the total change for the period, expressed as a percentage of the 1900 population. Table 1 also indicates the relative percentages of residents in southwestern Wisconsin and Grant County residing in Fennimore, as well as the percentage of total state residents in Grant County.

The most noiceable feature in Table 1 is the almost continuous population increase since 1900. From then until 1900, Fennimore experienced a growth rate of about 114 percent. The cumulative population increase on a year to year basis amounted to over 70 percent. Of the four areas of comparison, Fennimore was surpassed in its rate of growth only by that of the state (which increased by about 127 percent). A number of factors can be pointed to in terms of contributing to this growth rate. Among the most likely are the growing importance of the city as an agricultural center for the surrounding area, the location of the Southwest Vocational Technical Institute in Fennimore, and the attraction of industry, including a branch plant for Ray-O-Vac.

Fennimore posted its largest gains during the periods of 1900 to 1920, 1930 to 1940, and 1970 to 1980. During each of those timeframes, population levels increased over 15 percent. Except for a period of decline from 1920 to 1930 (where a 3% population loss occurred), the city has experienced a steady growth in it's population. As mentioned before, certainly new employment opportunities have been

---

[1] The Southwestern Wisconsin region includes the five counties of Grant, Green Iowa, Lafayette, and Richland.

TABLE 1

HISTORICAL POPULATION: 1900 - 1980

FENNIMORE, GRANT COUNTY, SOUTHWESTERN WISCONSIN, WISCONSIN [2]

	1900	% Change 1900-1910	1910	% Change 1910-1920	1920	% Change 1920-1930
Fennimore	1,035	*12.0%*	1,159	*19.3%*	1,383	*(3.0%)*
Grant County	38,881	*0.3%*	39,007		39,044	*(1.5%)*
% of Grant Co. residents in Fennimore	*2.7%*		*3.0%*		*3.5%*	
Southwest Wis.	125,156	*(2.5%)*	122,029	*(0.7%)*	121,941	*(2.8%)*
% of S.W. Wis. residents in Fennimore	*0.8%*		*0.9%*		*1.1%*	
Wisconsin	2,069,042	*12.8%*	2,333,860	*12.8%*	2,632,067	*11.7%*
% of Wis. residents in Grant County	*1.9%*		*1.7%*		*1.5%*	

	1930	% Change 1930-1940	1940	% Change 1940-1950	1950	% Change 1950-1960
Fennimore	1,341	*18.7%*	1,592	*6.5%*	1,696	*3.0%*
Grant County	38,469	*5.6%*	40,639	*2.0%*	41,460	*7.1%*
% of Grant Co. residents in Fennimore	*3.5%*		*3.9%*		*4.1%*	
Southwest Wis.	118,552	*4.1%*	123,456	*(0.7%)*	122,624	*(2.5%)*
% of S.W. Wis. residents in Fennimore	*1.1%*		*1.3%*		*1.4%*	
Wisconsin	2,939,006	*6.8%*	3,137,587	*9.5%*	3,434,575	*15.1%*
% of Wis. residents in Grant County	*1.3%*		*1.3%*		*1.2%*	

	1960	% Change 1960-1970	1970	% Change 1970-1980	1980	% Change 1900-1980
Fennimore	1,747	*6.5%*	1,861	*18.9%*	2,212	*113.7%*
Grant County	44,419	*9.0%*	48,398	*6.9%*	51,736	*33.1%*
% of Grant Co. residents in Fennimore	*3.9%*		*3.8%*		*4.3%*	
Southwest Wis.	125,727	*2.6%*	128,953	*5.7%*	136,438	*9.1%*
% of S.W. Wis. residents in Fennimore	*1.4%*		*1.4%*		*1.6%*	
Wisconsin	3,951,777	*11.8%*	4,417,933	*6.1%*	4,705,767	*127.4%*
% of Wis. residents in Grant County	*1.1%*		*1.1%*		*1.1%*	

---

[2] U.S. Department of Commerce, Bureau of the Census, 1900-1980 Census of Population (Washington, D.C.: Government Printing Office); and Southwestern Wisconsin Regional Planning Commission, 1984.

CUMULATIVE PERCENT POPULATION CHANGE: 1900-1980

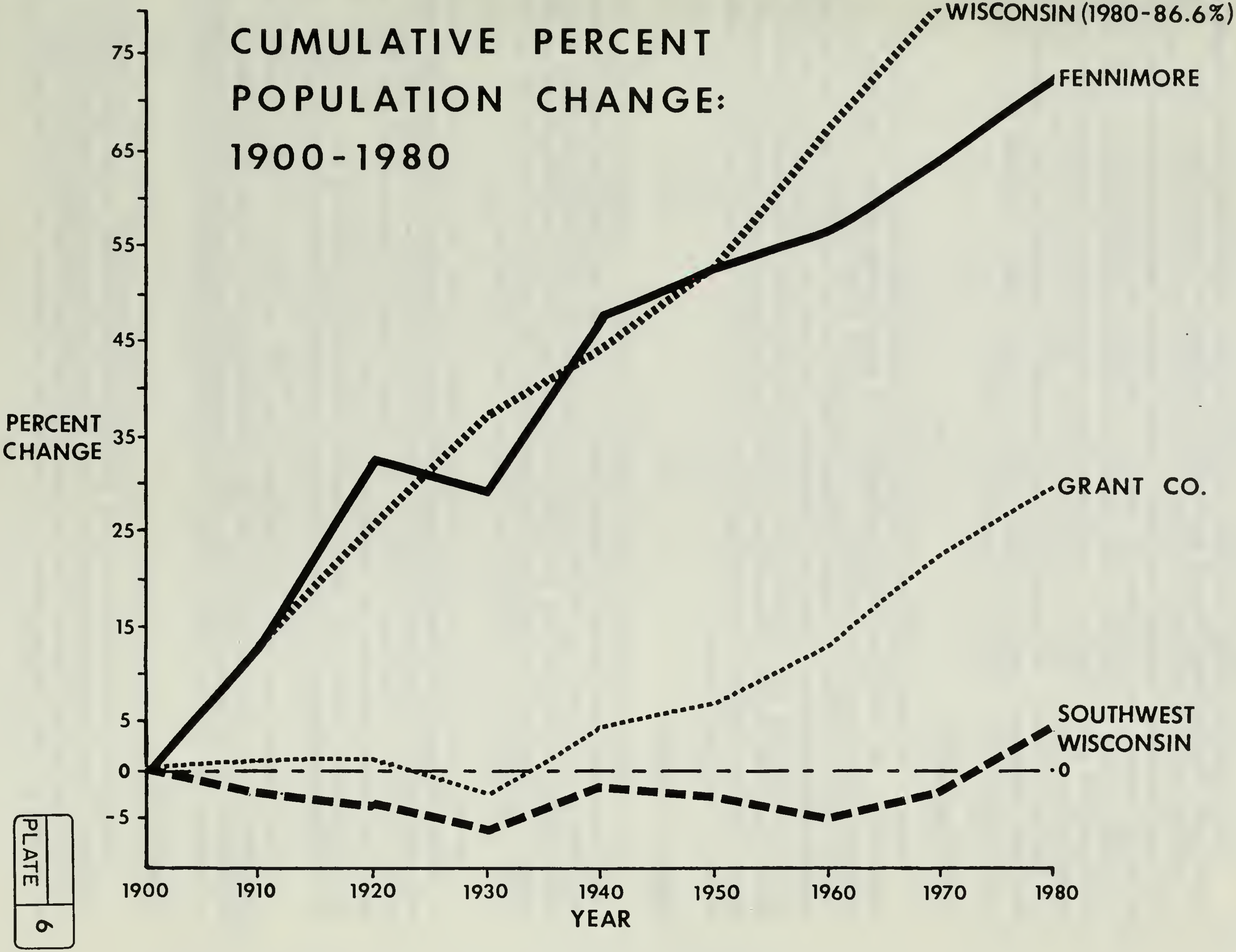


PLATE 6

SOURCE: BUREAU OF THE CENSUS, SWWRPC

a contributing factor for this in recent years, but so has the city's attraction as a retirement community for area farmers. This is evident in Fennimore's population pyramid, which will be discussed in detail later.

It is interesting to note that while Fennimore was growing, so were Grant County and the Southwest Region as a whole, although at a much slower rate. Also of interest are the patterns of growth exhibited by the city, the county, and the region. Increases and decreases seem to occur during the same time periods for all three areas, but at different levels. Finally, the percentage of Grant County residents living in Fennimore has slowly increased over the period, but has remained fairly stable since 1940. On the other hand, the percent of southwestern Wisconsin residents captured by the city has steadily increased from 0.8 percent in 1900 to 1.6 percent in 1980. An opposite trend, however, is evident in the percentage of Wisconsin residents living in Grant County. In this case, a decline has occurred from 1.9 percent in 1900 to 1.1 percent in 1980.

Trend Comparisons

Table 2 compares eight surrounding communities with Fennimore in terms of population. The table, as well as Plate 7 , graphically depict Fennimore's situation relative to its neighbors. The important point here is not to compare population levels, but to compare growth trends. As is evident, the four largest communities--Lancaster, Boscobel, Fennimore, and Muscoda--all exhibit growth trends for the period and all exhibit similar fluctuations during the same periods in time. The four smaller communities exhibit declining or, more recently, stable growth trends. Except for Bloomington, all have shown a slight increase in population in the last decade.

Change: 1970-1983

The actual and estimated populations for Fennimore, Fennimore Township, and Grant County for the period following the 1970 census are found in Table 3. The estimates are prepared by the Wisconsin Department of Administration (DOA) on an annual basis and are derived from state income tax returns and automobile registrations. The figures for 1970 and 1980 are final U.S. Bureau of the Census population levels. Estimates for 1971-1973 and 1977 are not available.

In the period 1970 to 1980, Fennimore gained a total of 351 persons, according to census figures. Estimates through 1983 put that figure at 507 persons. During that same period, Fennimore Township increased by 50 persons between 1970 and 1980, and an estimated 51 persons by 1983. The large increase between 1970 and 1979 is due to estimates and does not necessarily reflect actual conditions. In 1980, at the time of the census, the actual figure dramatically indicated the error in the previous estimates. Possible reasons for these increases have been stated earlier

Grant County also shows an increase from 1970 to 1980 of 3,338 persons or about 7 percent. It can be seen that the 1976 estimate was a bit too optimistic. It is also important to note, that after 1980 the population is estimated to have continued to increase so that by 1983, a gain of 520 persons is expected to have occurred.

CHARACTERISTICS

Population characteristics give a more detailed account of the make up of a community. As previously discussed, such data is useful in planning for facilities and services in the future. For instance, if the population contains a large percentage of middle-aged persons, it would become evident that future years should

TABLE 2

POPULATION TREND COMPARISON BETWEEN FENNIMORE AND NEARBY COMMUNITIES: 1900 - 1980[3]

	1900	1910	1920	1930	1940	1950	1960	1970	1980
Bloomington	611	620	657	591	677	631	735	719	743
Boscobel	1,637	1,525	1,670	1,762	2,008	2,347	2,608	2,510	2,662
FENNIMORE	1,035	1,159	1,383	1,341	1,592	1,696	1,747	1,861	2,212
Highland	913	1,096	1,024	739	902	785	741	785	860
Lancaster	2,403	2,329	2,485	2,432	2,963	3,266	3,703	3,756	4,076
Livingston	--	--	574	485	520	458	488	503	642
Montfort	627	558	598	554	615	576	538	518	616
Muscoda	743	798	903	900	902	1,046	927	1,099	1,331

TABLE 3

HISTORICAL POPULATION 1970 - 1983 FENNIMORE, TOWN OF FENNIMORE, GRANT COUNTY[4]

Year	Fennimore	Fennimore Township	Grant County
1970[5]	1,861	676	48,398
1974	1,977	757	50,823
1975	2,043	746	50,399
1976	2,059	759	50,896
1978	2,061	789	51,698
1979	2,042	800	51,699
1980[6]	2,212	726	51,736
1981	2,281	712	51,915
1982	2,292	717	51,157
1983	2,368	727	52,256

Note: Estimate information for the years 1971-73 and 1977 is currently not available.

---

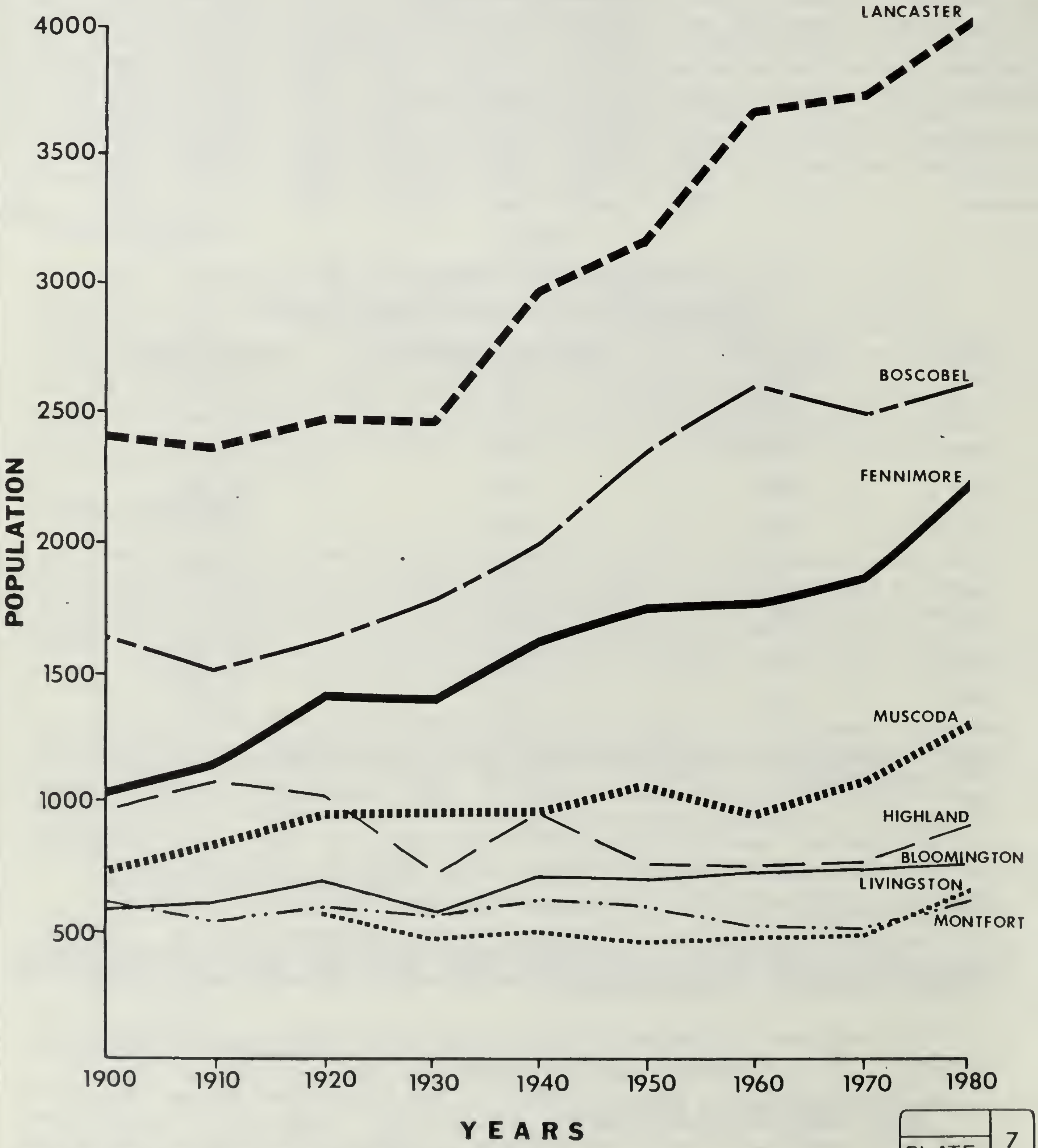
[3] U.S. Department of Commerce, Bureau of the Census, 1900-1980 Census of Population (Washington, D.C.: Government Printing Office).

[4] Wisconsin Department of Administration, Demographic Services Center, Official Population Estimates for 1974, 1975, 1976, 1978, 1979, 1981, 1982, 1983 (Madison, WI: Wisconsin Department of Administration).

[5] U.S. Department of Commerce, Bureau of the Census, 1970 Census of Population (Washington, D.C.: Government Printing Office).

[6] Idem, 1980 Census of Population.

POPULATION TRENDS OF NEARBY COMMUNITIES: 1900 - 1980



SOURCE: BUREAU OF THE CENSUS, SWWRPC

PLATE 7

begin addressing an increased need for services for the elderly. Likewise, a low fertility ratio would indicate declining school enrollments and may affect plans for such facilities.

Age and Sex

Tables 4 and 5 give detailed age and sex distribution information. Table 4 addresses Fennimore for the years 1950 to 1980, while Table 5 gives 1980 data on Grant County, southwestern Wisconsin, and Wisconsin for comparison sake. Significant information is discussed below. Plates 8 and 9 graphically depict the population in pyramid form from the information on the tables.

The population of persons five years old and older has dropped since 1960, both in absolute numbers and in percentage. A dramatic decrease occurred in 1970, while a modest rise to 1950 levels was evident in 1980. The 1980 percentage of this age group compares favorably with the state (as seen in Table 5) and falls slightly below that of the county and the region. One reason for this may be a corresponding drop in the fertility ratio, over the same period, as shown in Table 7. This will be discussed further later.

Over the period shown in Table 4, the number of persons of school age (those between 5-14 years old) grew and peaked in 1970. Whereas 18 percent of the population in Fennimore was of school age in 1970, only 12 percent were in that age bracket in 1980. Since the number of persons under five years old is also declining, we can expect that in the next ten years, when those persons reach school age, their total numbers will also reflect a decline from previous years. What this translates to is a decreasing demand on school facilities for Fennimore. As is evident on Table 5, the county, region, and the state all exhibit a higher percentage of school age individuals than does Fennimore.

After declining to its lowest levels in 1970, the middle-aged groups (25-44 years old) grew to beyond even the previous 1950 level. This is a trend which is seeing the "baby boomers" of previous decades working their way through the population. We can expect that in the next ten to twenty years, the older population groups will increase beyond previous levels. However, since the overall population is not being replaced at former rates, this is not a long-term trend, and future censuses will show decreases in the number of persons in each age group following the "swell" of "baby boomers." The next group (45-64 years old) experienced a decline from 1950 to 1960, but began to increase again in 1970, remaining fairly constant through 1980. This group should experience another period of growth in 1990 when the previous age group matures and falls in this category, applying their increase to the older age groups. Comparing Fennimore with Grant County, southwestern Wisconsin, and the state on Table 5, it can be seen that the city and the county compare favorably in both age groups (percentage-wise) and have less of a percentage of their population in these ages than either the region or the state. In Fennimore's case, the difference will be made up in the next category of persons 65 years old or older.

The percentage of persons 65 years old and older in Fennimore has been increasing since 1950, although the last decade witnessed a slight decline from previous years in this age category. From 1950 to 1970, this increase amounted to about 3 percent per year. Although a slight decline was noted between 1970 and 1980, this is expected to reverse itself for the next twenty years as larger numbers of persons in other age groups get older. Comparing Fennimore with the locations shown on Table 5, the population for the city is substantially larger than any of the other places of comparison. This is consistent with the results

TABLE 4

AGE AND SEX DISTRIBUTION, FENNIMORE, WI

1950 - 1980[7]

	Total		Male		Female	
1950	Number	%	Number	%	Number	%
Less than 5	151	8.90	68	4.01	83	4.89
5-14	251	14.80	135	7.96	116	6.84
15-24	184	10.85	78	4.60	106	6.25
25-34	208	12.26	101	5.95	107	6.31
35-44	177	10.44	80	4.72	97	5.72
45-54	175	10.32	76	4.48	99	5.84
55-64	253	14.92	112	6.61	141	8.31
65 and older	297	17.51	138	8.13	159	9.38
Total	1,696	100.00	788	46.46	908	53.54

1960						
Less than 5	183	10.48	92	5.27	91	5.21
5-14	288	16.49	122	6.98	166	9.51
15-24	180	10.30	72	4.12	108	6.18
25-34	166	9.50	85	4.87	81	4.63
35-44	176	10.08	88	5.04	88	5.04
45-54	180	10.30	82	4.69	98	5.61
55-64	198	11.33	86	4.92	112	6.41
65 and older	376	21.52	151	8.64	225	12.88
Total	1,747	100.00	778	44.53	969	55.47

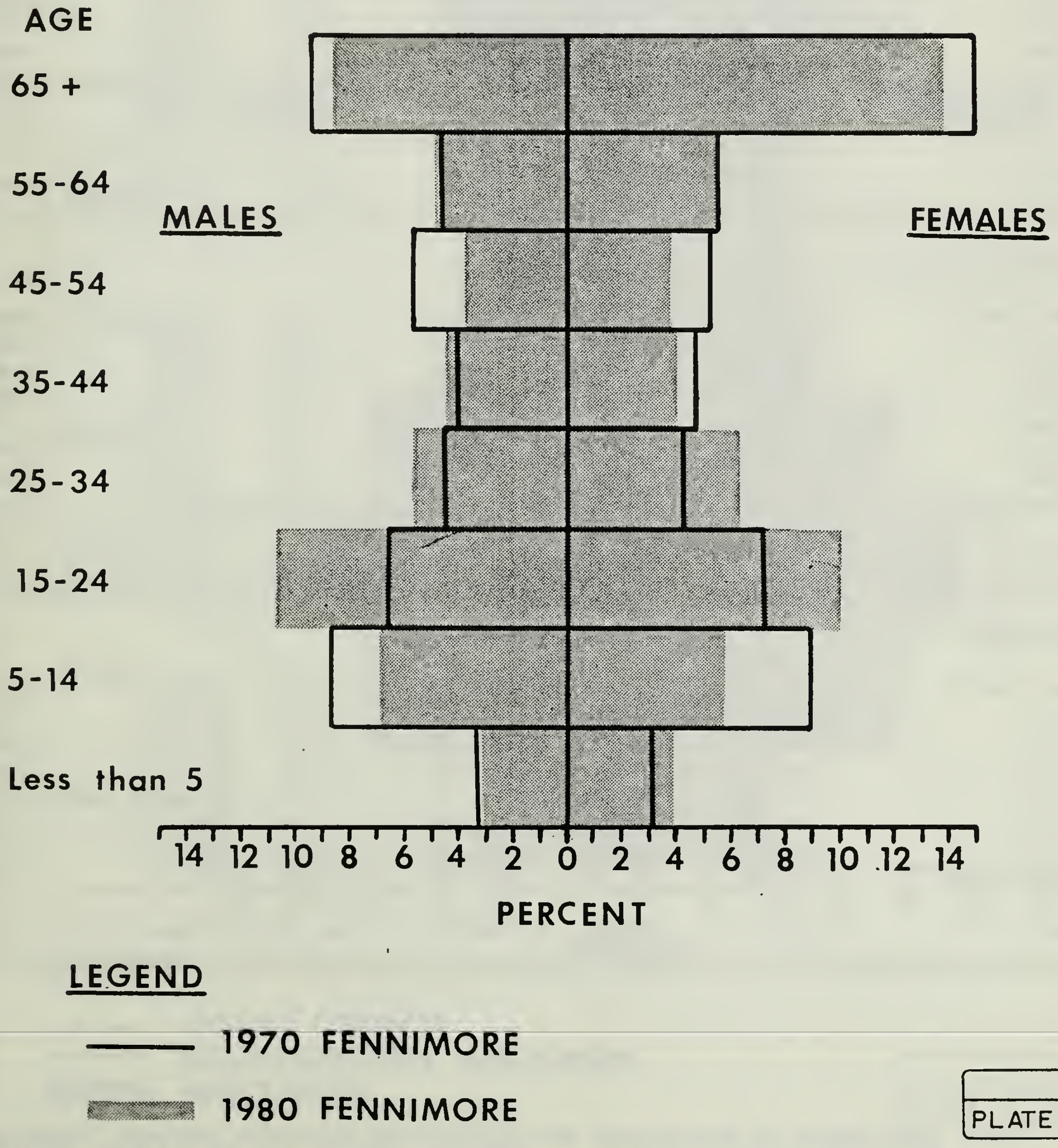
1970						
Less than 5	118	6.34	60	3.22	58	3.12
5-14	329	17.68	162	8.70	167	8.98
15-24	255	13.70	121	6.50	134	7.20
25-34	159	8.54	81	4.35	78	4.19
35-44	160	8.60	72	3.87	88	4.73
45-54	201	10.80	104	5.59	97	5.21
55-64	186	10.00	82	4.41	104	5.59
65 and older	453	24.34	173	9.30	280	15.04
Total	1,861	100.00	855	45.94	1,006	54.06

1980						
Less than 5	157	7.10	70	3.16	87	3.94
5-14	275	12.43	146	6.60	129	5.83
15-24	458	20.71	234	10.58	224	10.13
25-34	260	11.75	121	5.47	139	6.28
35-44	186	8.41	96	4.34	90	4.07
45-54	160	7.23	74	3.35	86	3.88
55-64	225	10.17	102	4.61	123	5.56
65 and older	491	22.20	181	8.18	310	14.02
Total	2,212	100.00	1,024	46.29	1,188	53.71

---

[7] Idem, 1950-1980 Census of Population; and Southwestern Wisconsin Regional Planning Commission, 1984.

COMPARATIVE AGE-SEX DISTRIBUTION
1970-1980



SOURCE: BUREAU OF THE CENSUS, SWWRPC

PLATE 8

TABLE 5

AGE, SEX DISTRIBUTION COMPARISON: 1980

GRANT COUNTY, SOUTHWESTERN WISCONSIN, WISCONSIN [8]

	Total		Male		Female	
Grant County	Number	%	Number	%	Number	%
Less than 5	4,175	8.07	2,199	4.25	1,976	3.82
5-14	8,024	15.51	4,094	7.91	3,930	7.60
15-24	12,151	23.49	6,682	12.92	5,469	10.57
25-34	6,981	13.49	3,617	6.99	3,364	6.50
35-44	4,783	9.25	2,405	4.65	2,378	4.60
45-54	4,499	8.70	2,226	4.31	2,273	4.39
55-64	4,391	8.48	2,103	4.06	2,288	4.42
65 and Older	6,732	13.01	2,727	5.27	4,005	7.74
Total	51,736	100.00	26,053	50.36	25,683	49.64
Southwest Wisconsin						
Less than 5	10,912	8.00	5,649	4.14	5,263	3.86
5-14	21,786	15.97	11,103	8.14	10,683	7.83
15-24	27,046	19.82	14,395	10.55	12,651	9.27
25-34	19,461	14.26	10,093	7.39	9,368	6.87
35-44	13,095	9.60	6,597	4.84	6,498	4.76
45-54	12,659	9.28	6,169	4.52	6,490	4.76
55-64	12,848	9.42	6,251	4.58	6,597	4.84
65 and older	18,631	13.65	7,817	5.73	10,814	7.92
Total	136,438	100.00	68,074	49.89	68,364	50.11
Wisconsin						
Less than 5	346,774	7.37	177,995	3.78	168,779	3.59
5-14	736,974	15.66	377,623	8.02	359,351	7.64
15-24	916,631	19.48	459,659	9.77	456,972	9.71
25-34	750,459	15.95	376,801	8.01	373,658	7.94
35-44	502,097	10.67	249,220	5.30	252,877	5.37
45-54	452,059	9.61	222,945	4.74	229,114	4.87
55-64	436,908	9.28	207,308	4.40	229,600	4.88
65 and older	563,865	11.98	233,370	4.96	330,495	7.02
Total	4,705,767	100.00	2,304,921	48.98	2,400,846	51.02

---

[8] Idem, 1980 Census of Population; and Southwestern Wisconsin Regional Planning Commission, 1984.

AGE, SEX DISTRIBUTION COMPARISON: 1980
GRANT COUNTY, SOUTHWESTERN WISCONSIN, WISCONSIN

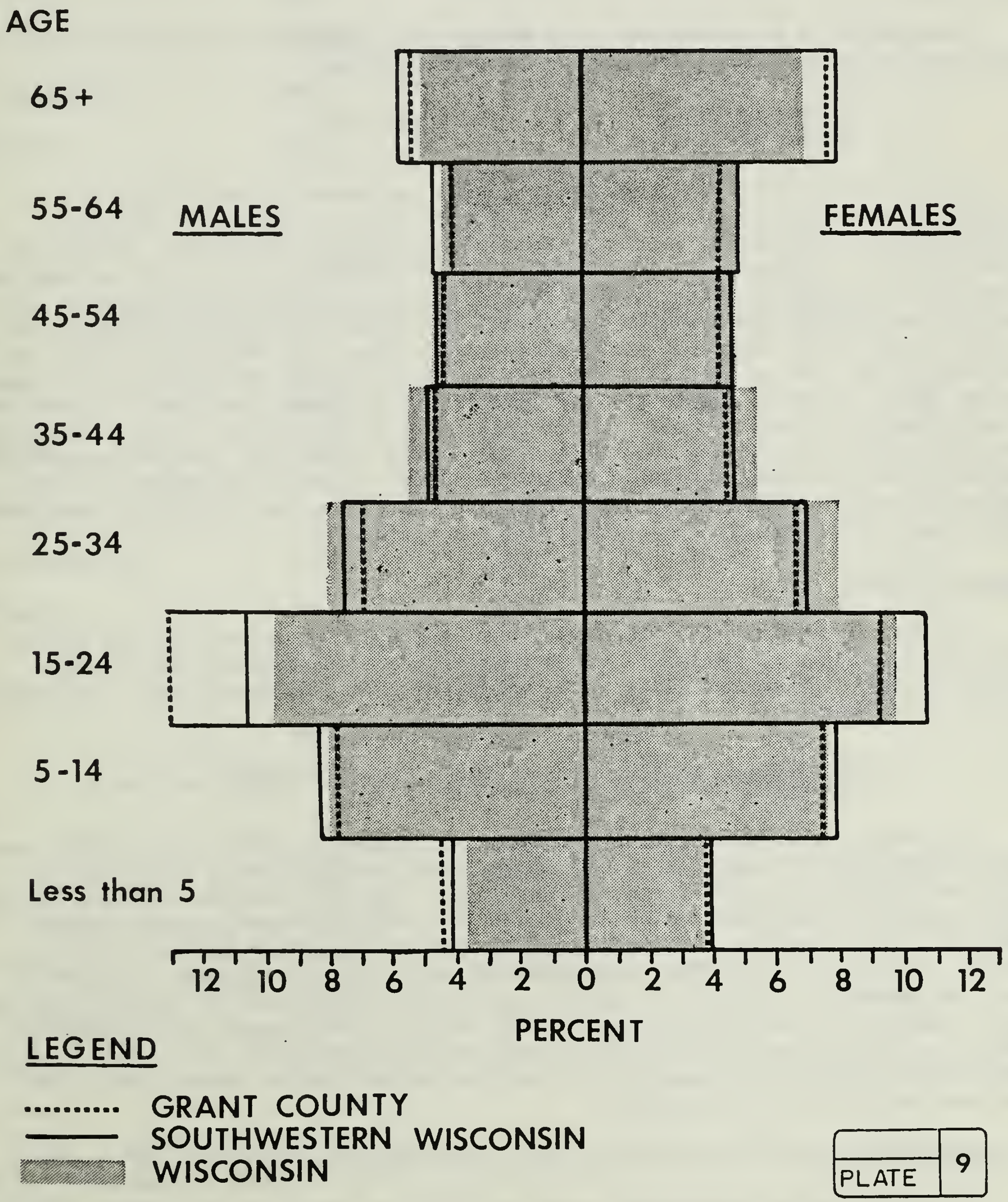


PLATE 9

SOURCE: BUREAU OF THE CENSUS, SWWRPC

of the analysis of previous age groups, all pointing to the fact that Fennimore tends toward an older population than in the past, as well as compared to the county, region, and state. This may indicate a trend for persons in the younger age groups to migrate out of Fennimore. It may also be attributed to the lower replacement rate (fertility ratio) discussed in the following secions and the tendency for Fennimore to attract persons of retirement age from the surrounding farms.

Sex Ratio

The sex ratio is the number of males per 100 females and is useful in analyzing the equity mix. The formula is expressed as:

$$\frac{\text{Number of Males}}{\text{Number of Females}} \quad x \quad 100 = \text{Sex Ratio}$$

The sex ratio for Fennimore, Grant County, southwestern Wisconsin, and Wisconsin, covering the period 1950 to 1980, is shown on Table 6. The most striking data on the table is the extremely low ratio in Fennimore. This means that there are substantially more females in the community than males and may be a result of the higher proportion of elderly persons (since females tend to live longer than males). It may also indicate that younger males tend to migrate out of the community in search of work, while the females find employment either in the home or in service sectors. The past two decades have witnessed an increase in the ratio, probably due to the new industries previously mentioned. Creation of additional job opportunities should help equalize this ratio for the four areas compared, only Grant County continues to have more males than females (probably reflective of its rural nature). While the number of males to females has been declining over the past thirty years for both the region and the state, the past decade saw a leveling off for both of these entities.

Fertility Ratio

The fertility ratio for the above four geographic locations for the period 1950-1980 are shown on Table 7. Since females are most commonly reproductive between 15 and 44, the fertility ratio was based upon this age group. The formula for fertility ratio is:

$$\frac{\text{Children 0 - 4 years}}{\text{Females 15 - 44 years}} \quad x \ 100 = \text{Fertility Ratio}$$

The fertility ratio for all four locations peaked in 1960. As of 1980, both Fennimore and Grant County exhibited ratios which exceeded those of the state, while the region experienced the highest ratio. The most rational explanation as to why a decline has been occurring lies in the national trend toward smaller families. This supports the conclusions of the data examined earlier under age and sex characteristics. The implication of this data for planning purposes is that the demand for services by younger population levels will be less in the near future than it has been in the past. Also, as the trend toward smaller families continues, populations will decline if only replacement levels are relied upon to sustain it. Ultimately, some activities or opportunities to attract people to Fennimore will have to be pursued.

Dependency Ratio

Table 8 gives the dependency ratio for the four areas for the period 1950-1980. A person is most productive between the ages of 15 and 64 simply because

TABLE 6

SEX RATIO: 1950-1980

FENNIMORE, GRANT COUNTY, SOUTHWESTERN WISCONSIN, WISCONSIN[9]

	1950	1960	1970	1980
Fennimore	86.8	80.3	85.0	86.2
Grant County	102.8	100.1	100.7	101.4
S. W. Wisconsin	104.2	101.0	99.0	99.6
Wisconsin	101.1	98.9	96.3	96.0

TABLE 7

FERTILITY RATIO: 1950-1980

FENNIMORE, GRANT COUNTY, SOUTHWESTERN WISCONSIN, WISCONSIN[10]

	1950	1960	1970	1980
Fennimore	48.7	66.1	39.3	34.7
Grant County	61.4	70.6	45.5	37.2
S. W. Wisconsin	60.2	70.4	46.2	38.3
Wisconsin	50.7	62.8	43.1	32.0

TABLE 8

DEPENDENCY RATIO: 1950-1980

FENNIMORE, GRANT COUNTY, SOUTHWESTERN WISCONSIN, WISCONSIN[11]

	1950	1960	1970	1980
Fennimore	70.1	94.1	93.7	71.6
Grant County	69.9	84.0	73.3	57.7
S. W. Wisconsin	67.9	79.9	76.7	60.2
Wisconsin	56.2	73.3	68.1	53.9

---

[9] Idem, 1950-1980 Census of Population; and Southwestern Wisconsin Regional Planning Commission, 1984.

[10] Ibid.

[11] Ibid.

at younger than 15, most persons are still in school, and at older than 64 most persons retire. Thus the 15-64 age bracket was used to determine dependency. The formula for the dependency ratio is:

$$\frac{\text{Persons 65 and older + persons under 15 years}}{\text{Persons 15 - 64 years}} \times 100 = \text{Dependency Ratio}$$

Except for Fennimore, the dependency ratio for the four areas reached its peak in 1960, declining to its present levels. According to the data, in 1960 and 1970 Fennimore had an abnormally high dependency ratio. While the population pyramid in Plate illustrates this to some extent, a more likely explanation would be an error in the census data for those two years. Other factors such as high birth rates, low death rates, and a strong out-migration of working-age individuals may also account for the high ratio during that time. Even with the much reduced ratio in 1980, Fennimore's dependency ratio is still much above the county, the region, and the state. This is common, however, for communities with a high population of elderly persons. The implications of this analysis is that in order to have an ample supply of labor available for local business concerns, as well as to prove attractive enough to entice outside industries, there must be a large enough population of middle-aged residents. In this regard, compared with Grant County and the region in general, Fennimore is lacking. Steps should be taken to provide opportunities to persons in the younger population brackets in order to encourage them to remain in the community once finished with school. As new businesses are attracted, the labor pool will grow, as will the number of children born in the community. This would help to insure a continued supply of available labor.

As the older population levels work their way through the pyramid and eventually begin to decline, so too should the dependency ratio for Fennimore. Since Fennimore is in competion for development with other locations in Grant County and, to a lesser extent the region, attempts to lower the dependency ratio in relation to those two areas is an important consideration.

PROJECTION

Projections are an important element in any discussion involving an analysis of community population trends. Trends are useful in predicting not only anticipated community growth, but future needs for facilities and services. Such information is of primary use to planners, local officials, and other decision makers; developers; engineers; and any other persons requiring information upon which to base future actions and decisions.

Before discussing the population projections for Fennimore, it would be useful to distinguish between projections and forecasts and the methods involved in arriving at each. This study is concerned with population projections, which are based on relatively few assumptions. Projections make use of formulas to estimate future population levels and involve an analysis of trends, ratios, births, deaths, etc. Population forecasts, although using formulas, also attempt to anticipate external circumstances (i.e., plant closings, highway development, etc.). Forecasts are usually confined to short periods of time due to the limited ability to anticipate all external factors. Since no attempt has been made to incorporate changing future conditions into the projections, all future estimates should be considered projections.

Table 9 gives the population projection for Fennimore. Although the table begins in 1950, the period between that date and 1980 are actual census figures, provided as a means of establishing recent trends. The period covering 1990-2010 represents the actual projection. Plate 10 presents the information in graphic form. As can be seen, Fennimore is expected to continue to increase in population from its present 2,212 to 3,797 in 2010.

The projected population was determined using the cohort-survival method which holds both death and migration rates constant. This was done for all age groups except those 55 years of age and older. For this age group, a factor allowing for a decrease in the death rate was incorporated, based upon the historical change in the "survival ratio" for persons 55 and older since 1960. After 1990, the rate of decrease in the death rate was projected to level off.

As stated earlier, projections are based, in part, on assumptions. This set of projections is no different and incorporates the following assumptions in arriving at the final figures shown in Table 9:

1) Death and migration rates established between 1970 and 1980 will hold constant for all age groups except those age 55 and older. For this latter age group, migration rates will remain the same, while death rates will be lower.

2) The 1980 fertility rate will remain stable, but fewer actual births will occur as a result of a decreasing number of females of child-bearing age.

3) Patterns of annexation are assumed to remain at a similar level of that of the past decade.

4) No large increase in industrial development is expected to occur although an increase in economic development activities will result in moderate population gains over present levels.

5) Between 1980 and 1990, significantly lower death rates will result due to a significant improvement in health care. Therefore, death rates will decrease at a smaller rate. A small decrease in the death rate of persons age 55 to 64 is also projected.

TABLE 9

HISTORICAL AND PROJECTED POPULATION: 1950-2010

FENNIMORE

Year	Population Level	
	Actual[12]	Projected[13]
1950	1,696	-
1960	1,747	-
1970	1,861	-
1980	2,212	-
1990	-	2,653
2000	-	3,179
2010	-	3,797

---

[12] U.S. Department of Commerce, Bureau of the Census, 1950-1980 Census of Population (Washington, D.C.: Government Printing Office).

[13] Southwestern Wisconsin Regional Planning Commission, 1984.

POPULATION-HISTORICAL AND PROJECTED: 1950-2010

FENNIMORE

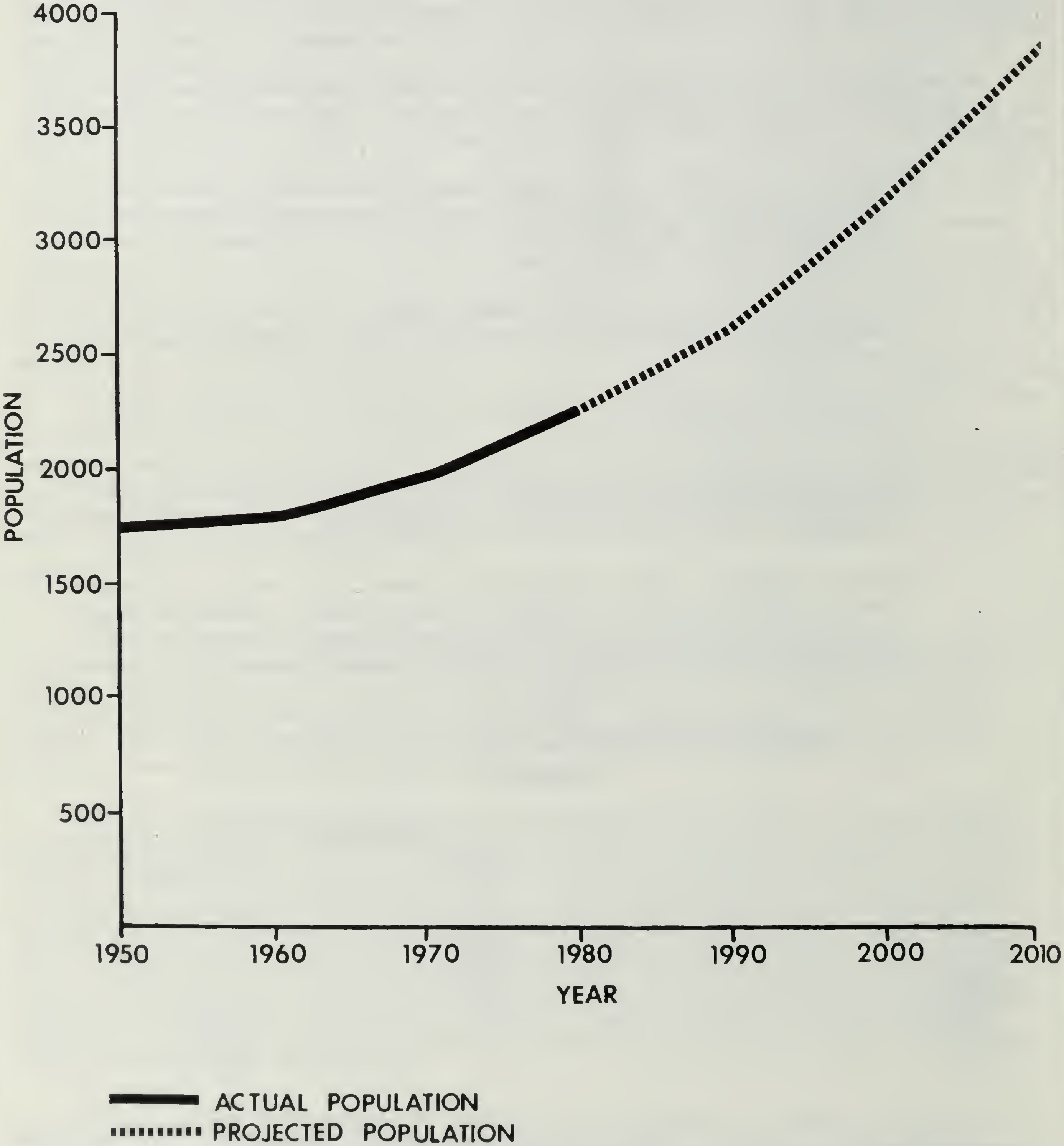


PLATE 10

SOURCE: BUREAU OF THE CENSUS, SWWRPC

CHAPTER 4

ECONOMIC CHARACTERISTICS

ECONOMIC CHARACTERISTICS

INTRODUCTION

To a great extent, the economy of a community affects the overall quality of life of its residents. A community's economic well-being is determined by a number of factors including number of persons in the work force, average earnings, number and type of business and industry located within the community, and occupations available to the work force. These factors additionally will determine a community's standing with regard to other communities in the region. This heirarchy, then, is responsible for determining a community's trade area as well as its potential as a regional growth center. Finally, taken with other indicators of distress, these economic factors can contribute to determining a community's overall economic distress standing as related to its neighbors.

Each of the above mentioned factors will be discussed under four major headings in this section. The first area will deal with an economic analysis of Fennimore as related to Grant County and the state. Next, information on the city's trade area and its level of economic distress will be presented. Following this discussion will be an analysis of the regional economy, and finally a brief summary of the responses to the community survey related to Fennimore's economic development.

COMMUNITY ANALYSIS

Family Income

Income refers to the total earnings of a person for an entire year. Family income, then, is the sum of the total income for all family members for a year. Table 1 shows the relationship of family income distribution for Fennimore, Grant County, and Wisconsin. As can be seen, most families in Fennimore (72%) fall within the middle income categories in the range from $10,000-$34,999. The greatest percentage of those (22.7%) fall in the range between $15,000-$19,000. Families in Grant County also generally fall in the same range as those in Fennimore, although they are slightly more evenly distributed. The figures for the state show that slightly more families fall in the upper income range, while slightly less families fall in the lower income range than the city or the county.

Table 2 illustrates the results of the income portion of the community-wide survey conducted as part of the planning program. Since this was not a true sample survey and the technique of gathering the data differed from that employed by the census, the results will differ from census data to some extent. Even though the time period and methodolgy differ, Table 2 generally supports the conclusions of the census data. The major difference is that there is somewhat of a lesser percentage of families earning between $10,000-$34,999 according to the survey (62%), while the percentage of families earning $35,000 and above is somewhat higher (17.4% compared with 15.4% as reported by census figures).

TABLE 1

FAMILY INCOME DISTRIBUTION

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[1]

Income Category	Fennimore		Grant County		Wisconsin	
	No.	%	No.	%	No.	%
Less than $5,000	21	3.8	859	6.9	58,765	4.8
$5,000-$7,499	36	6.6	844	6.8	68,651	5.7
$7,500-$9,999	43	7.9	900	7.2	75,218	6.2
$10,000-$14,999	78	14.2	2,163	17.4	169,062	13.9
$15,000-$19,999	124	22.7	2,233	18.0	196,216	16.1
$20,000-$24,999	96	17.6	1,940	15.6	200,316	16.5
$25,000-$34,999	95	17.4	2,017	16.2	260,460	21.4
$35,000-$49,999	38	6.9	1,018	8.2	127,368	10.5
$50,000 or more	16	2.9	445	3.6	58,967	4.9
	547	100.0	12,419	100.0	1,215,023	100.0

TABLE 2

SURVEY RESULTS OF FAMILY INCOME BY WARDS

FENNIMORE: 1984[2]

	Responses Per Ward							Total	
Total Annual Family Income	1	2	3	4	Ray O Vac	Voc-Tech	Other	No.	%
Less than $5,000	6	1	6	8	1	0	2	24	4.2
$5,000-$9,999	15	12	19	18	3	2	1	70	12.3
$10,000-$14,999	22	11	13	14	8	10	1	79	13.9
$15,000-$19,999	19	3	24	16	10	7	0	79	13.9
$20,000-$27,999	23	12	12	23	16	27	1	114	20.0
$28,000-$34,999	22	5	14	15	8	16	0	80	13.9
$35,000 and Above	1	14	25	22	5	27	5	99	17.4
N/A	1	3	9	6	3	0	3	25	4.4

---

[1] U.S. Department of Commerce, Bureau of the Census, 1980 Census of Population (Washington, D.C.: Government Printing Office).

[2] Southwestern Wisconsin Regional Planning Commission, 1984.

TABLE 3

HOUSEHOLDS BY TYPE OF INCOME

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[3]

	Fennimore				Grant County				Wisconsin			
Income Sources*	No. Persons	Mean Income	Total Income	% Income Distr.	No. Persons	Mean Income	Total Income	% Income Distr.	No. Persons	Mean Income	Total Income	% Income Distr.
Wage and Salary	560	$15,848	$ 8,874,880	64.1	12,085	$16,021	$193,613,790	65.1	1,296,359	$19,733	$25,581,052,000	75.8
Non-Farm Self Employed	137	10,820	1,482,340	10.7	2,244	9,290	20,846,760	7.0	149,889	11,601	1,738,862,300	5.2
Farm Self Employed	27	2,649	71,523	0.5	2,917	9,594	27,985,698	9.4	94,380	8,719	822,899,220	2.4
Interest, Dividend, or Net Rental	533	2,910	1,551,030	11.2	9,438	2,458	23,198,604	7.8	902,132	2,312	2,085,729,200	6.2
Social Security	320	3,949	1,263,680	9.1	5,070	3,808	19,306,560	6.5	454,204	4,257	1,933,546,400	5.7
Public Assistance	37	3,769	139,453	1.0	1,060	2,544	2,696,640	0.9	119,833	2,743	328,701,920	1.0
All Other	194	2,366	459,004	3.3	3,528	2,757	9,726,696	3.3	416,887	2,966	1,236,486,800	3.7
Totals**	1,808	$42,311	$13,841,910	100.0	36,342	$46,472	$297,374,740	100.0	3,433,684	$52,331	$33,727,278,000	100.0

* Families may be listed more than once

** Percentages may not add due to rounding

---

[3] U.S. Dept. of Commerce, Bureau of the Census, 1980 Census of Population (Washington, D.C.: Government Printing Office).

Besides knowing income ranges, it is also useful to determine the sources of that income. Table 3 describes the sources of income for households in Fennimore, Grant County, and Wisconsin. In this instance, households are cited rather than families since family information on income sources is not available from census data. Households differ from families in that households can include a number of unrelated individuals living in the same house, while families consist of all related individuals. It is also important to note that because of the way the data is collected, certain households may be listed more than once if they had income from several sources.

As Table 3 indicates, most households derived income from wages and salaries, as is true of both Grant County and the state. The next largest category of income is interest, dividend, or net rental. This makes up a larger percentage of household income than occurs in both the county and state. It is also interesting to note that Fennimore has the highest percentage of self-employed (non-farm) income than any of the three areas. As could be expected, however, the percentage of households deriving income from farming is quite small. Grant County has over nine percent of its household income derived from farming, reflecting its rural economic base. Finally, the percentage of household deriving income from social security in Fennimore is greater than either Grant County or the state. This fact reflects the large portion of the city's population which is comprised of elderly persons living on fixed income.

Labor Force

An analysis of the labor force is useful in determining the portion of the population working or seeking work. As defined, the labor force consists of the number of persons, age 16 and older, either currently employed or unemployed but actively seeking employment. The labor force participation rate, then, measures that portion of the total population, age 16 and over, which is counted as being in the labor force. The participation rate is determined by dividing the labor force by the total number of persons 16 years old and over. Table 4 gives the labor force participation rates for Fennimore, Grant County, and Wisconsin.

TABLE 4

LABOR FORCE PARTICIPATION RATES OF PERSONS 16 YEARS AND OVER

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[4]

Area	Male	Female	Total
Fennimore	68.2	47.4	56.8
Grant County	71.6	49.6	60.6
Wisconsin	76.4	52.7	64.1

---

[4] Ibid.

The difference between male and female participation rates is the most significant information found in the table. It is surprising that Fennimore has such a lower rate of both males and females in the labor force compared with Grant County and the state. The fact that the vocational school is located in Fennimore may account for this since the students enrolled would not actively be seeking work. It appears that more job opportunities in the city and county are oriented toward males since this group has a participation rate of 68.2 percent and 71.6 percent respectively. This is certainly to be expected in the county since most jobs are related to agricultural activities, a traditionally male-dominated area. The data may also indicate that there is room in Fennimore for jobs in the service, clerical, technical, and professional areas since those are the most open to women. Encouraging such opportunities into Fennimore could help to employ more women into the labor force. The final category shows that only about 57 percent of those eligible are participating in the labor force of each of the listed areas. Even with the relatively large percentage of elderly persons comprising Fennimore's population, there still appears to be room in the labor force for additional participation if the opportunities were available.

Employment By Industry Group

Except for a broad discussion on labor force, the analysis thus far has concerned itself with income. Before considering other areas of economic analysis, there needs to be a closer look taken at the labor force. Table 5 analyzes the distribution of industries which employ persons belonging to the Fennimore work force. Information on the table is by place of residence, not place of work. Therefore, persons working outside the city but living in Fennimore will be included in the table.

It would be useful to be able to compare earlier 1970 census data to the most recent 1980 census data to try to establish trends. Unfortunately, data at this level of detail is no longer available from state demographers, so this discussion will be limited to a comparison between the three areas shown in the table. It would be useful to compare this information with 1990 census information, when available, to see how the industries have been redistributed over time.

As can be seen in Table 5, the largest share of Fennimore's work force are employed in the professional services industry. This no doubt reflects the influence of the vocational technical school. Compared with the county and state, the share of persons employed in this industry is much greater in Fennimore. The next largest employment sectors are both durable goods manufacturing and wholesale trade. These are also the second and third largest sectors in both the county and state, although the percentages of persons employed in these industries differ from that of Fennimore. Industries in Grant County which employ a higher percentage of workers than does Fennimore include non-durable manufacturing, business repair, and other industries (due to the inclusion of agriculture in the category). Compared with the state, only non-durable manufacturing; transportation and utilities; finance, insurance, and real estate; business repair; and other industries employ more of the available work force than does Fennimore.

TABLE 5

INDUSTRY OF EMPLOYED PERSONS 16 YEARS AND OLDER
(By Place of Residence)

FENNIMORE, GRANT COUNTY, WISCONSIN[5]

Industry	Fennimore (1980) No.	Fennimore (1980) %	Grant County (1980) No.	Grant County (1980) %	Wisconsin (1980) No.	Wisconsin (1980) %
Construction	71	7.5	1,108	5.0	94,496	4.5
Manufacturing:						
Durable Goods	159	16.9	3,654	16.4	402,862	19.0
Non-Durable Goods	34	3.6	1,183	5.3	199,645	9.4
Transportation, Communications, and Other Public Utilities	46	4.9	1,093	4.9	121,035	5.7
Wholesale Trade	52	5.5	712	3.2	79,267	3.7
Retail Trade	159	16.9	3,080	13.8	348,156	16.6
Finance, Insurance, Real Estate	33	3.5	575	2.6	105,040	5.0
Business Repair and Other Services	34	3.6	1,063	4.8	131,265	6.2
Professional, Education, and Related Services	285	30.3	5,226	23.5	435,609	20.6
Public Administration	39	4.1	482	2.2	76,027	3.6
Other Industries (includes Agriculture, Forestry, and Fisheries and Mining)	29	3.1	4,079	18.3	121,071	5.7
TOTALS*	941	100.0	22,255	100.0	2,114,473	100.0

*Percentages may not add due to rounding.

---

[5] Idem, 1970, 1980 Census of Population.

Occupation By Industry Group

Table 6 is a continuation of the information presented in the preceeding discussion. In this table, however, information on the occupation of employed persons is given. Again, the information is by place of residence and not place of work.

The four largest occupations in Fennimore include managers and administrators, service workers, craftsmen, and clerical workers. In comparison, the occupations employing the majority of the work force in the county are similar, with the exception of clerical workers. In this case, as could be expected, farming, fishing, and forestry replaces clerical as one of the top four. Percentages also vary between the city and county, reflecting the community's emphasis on a service-based economy. The state has a similar mix of occupations with the exception that a significant number of persons are employed as professional and technical workers, and that there appears to be an equal distribution of craftsmen and operators. Managers and administrators occupy a much lower percentage of workers than either the city or the county. Fennimore's higher percentage of sales workers compared with Grant County or the state also reflects the service-oriented nature of the community, while Ray-O-Vac's influence is seen by the higher percentage of craftsmen in the city. The existence of Koschkee Transfer is probably responsible for the number of workers in the transport category, compared with the total work force, than either the county or Wisconsin as a whole.

TRADE AREA ANALYSIS

It is widely recognized that Fennimore's economic trade area extends far beyond the city limits, mostly encompassing portions of Grant and Iowa counties. Plate 11 illustrates the results of a study which identified major trade and service centers for the southwestern Wisconsin region. A trade area or sphere of economic influence is the geographic area served by a particular city, village, or other urbanized area for general economic and social purposes.

The trade area analysis has certain limitations which deserve mention. First, the study was designed to include only the Wisconsin Counties of Grant, Green, Iowa, Lafayette, and Richland. Second, given the limited availability of hard economic data, it becomes difficult to ascertain the true "geographic reality" of a specific trade area. The best way to identify trade areas would be to periodically survey people in the region about where they shop for specific goods and services. This method, however, would be expensive and very time consuming. Finally, the concept of a single trade area for a variety of products is a misnomer. Each product or service has its own trade area. For instance, an appliance store or automotive dealership would have a different trade area than a hardware store. Thus, the areas shown in Plate 11 are just approximations of averages for a variety of products and services. The information ascertained from this study, however, does offer some excellent insights into the retail trade activities of Fennimore and suggests that the city serves as a major service center of the area. The responses to the survey question asking where people in Fennimore shop for selected items should offer additional insight into this analysis.

TABLE 6

OCCUPATION OF EMPLOYED PERSONS 16 YEARS AND OLDER
(By Place of Residence)

FENNIMORE, GRANT COUNTY, WISCONSIN[6]

Occupation	Fennimore (1980) No.	Fennimore (1980) %	Grant County (1980) No.	Grant County (1980) %	Wisconsin (1980) No.	Wisconsin (1980) %
Professional, Technical and Kindred Workers	13	1.4	369	1.7	298,064	14.1
Managers and Administrators, Except Farms	214	22.7	3,852	17.3	187,186	8.9
Sales Workers	104	11.1	1,523	6.8	191,172	9.0
Clerical & Kindred Workers	131	13.9	2,473	11.1	327,179	15.5
Craftsmen, Foremen, and Kindred Workers	134	14.2	2,675	12.0	255,333	12.1
Operators, Except Transport	103	10.9	2,467	11.1	253,362	12.0
Transport Equipment Operators	49	5.2	958	4.3	94,180	4.4
Laborers, Except Farm	35	3.7	911	4.1	94,254	4.4
Farming, Forestry, and Fishing	21	2.2	3,937	17.7	116,130	5.5
Service Workers Except Private Household	135	14.3	2,944	13.2	289,409	13.7
Private Household Workers	2	0.2	146	0.7	8,204	0.4
TOTALS*	941	100.0	22,255	100.0	2,114,473	100.0

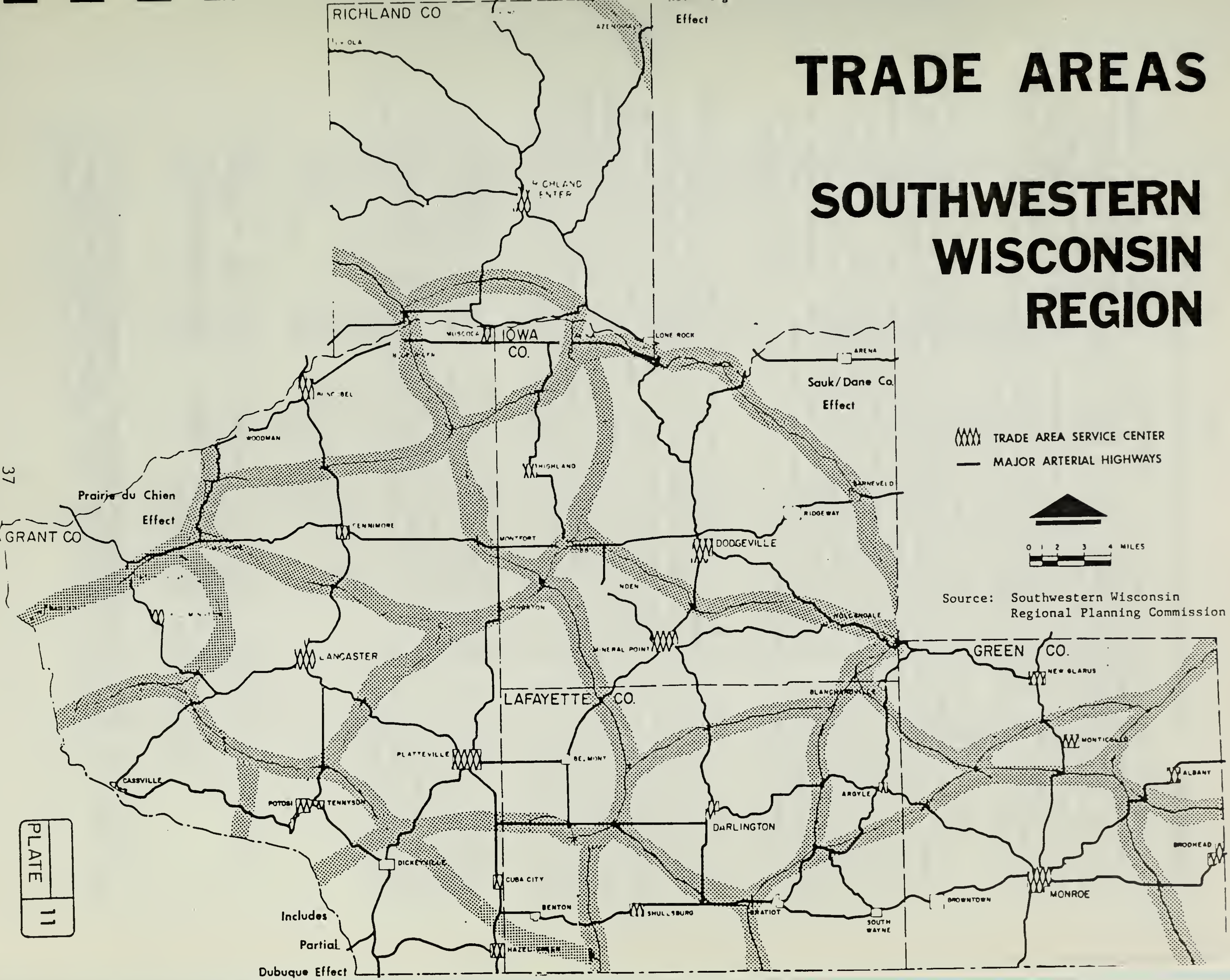
*Percentages may not add due to rounding.

---

[6] Ibid.

TRADE AREAS

SOUTHWESTERN WISCONSIN REGION



Source: Southwestern Wisconsin Regional Planning Commission

PLATE 11

Methodology

Essentially, all municipalities are trade centers to one degree or another. Trade and service activities generated by a particular municipality are measured by using Standard Industrial Classification (SIC) codes. The SIC code is a system devised by the U.S. Department of Commerce which groups firms producing or selling similar products or services into numbered categories. It has been shown by empirical studies that generally, as community size increases (in terms of population), so does the level of economic activity increase (as measured by the number of different SIC codes found in the community).

Thus, by using the SIC code system, the levels of trade and service activity in the trade centers of southwestern Wisconsin can be measured by counting the number of different SIC codes appearing within a community's economic structure. In this discussion, communities have been classified as being major trade centers if they offer at least 20 different trade and service activities. SIC codes 52-59 are Retail Trade; SIC codes 60-69 are Financial, Insurance, and Real Estate Services; SIC codes 70-79 are Miscellaneous Services; and SIC codes 80-89 are Professional Services. Table 7 indicates the number of two-digit SIC codes in trade and services by community for southwestern Wisconsin. Although the trade areas shown in Plate 7 are based on 1979 SIC code data, the figures in Table 7 have been updated with 1983 data.

Table 7 reveals that Fennimore places just behind Boscobel for the community with the fourth largest number of SIC classifications in Grant County at 79. Platteville, of course, is the closest "major" trade center in the county with 260 different classifications, ranking just behind the largest trade center in the region, Monroe, with 355 SIC classifications. While Fennimore ranks tenth in the region as far as population size, it ranks ninth in terms of SIC diversity. While ranking slightly behind Mineral Point in terms of SIC diversity for communities of its size in the region, Fennimore ranks ahead of Brodhead, a community of almost 1,000 more people. Given Fennimore's rate of growth, it appears likely that the number of SIC establishments will continue to increase.

Based on the SIC code classifications, the next step was to determine geographic trade areas for each trade center. A trade area was determined for each trade center by using a "break-point" model (mathematical formula). The model used three basic factors to determine the size of a trade area: (1) size of the community (population); (2) type of trade activity, and (3) distance from other communities that provide the particular needs of the buyer. The model is described as follows:

$$M = d\,\frac{(P_1 - P_1 \cdot P_2)}{P_1 - P_2}$$

Where: M = distance in miles from community 1 to the edge of sphere of influence of community 2
d = highway distance between community 1 and community 2
P_1 = population of community 1
P_2 = population of community 2

This method takes into account population and distance in determining break points and trade areas. As stated earlier, larger cities can support a

TABLE 7

NUMBER OF TWO-DIGIT SIC CODE ESTABLISHMENTS IN TRADE AND SERVICES[7]

BY COMMUNITY: 1983

County/Community	1980 Pop.	50-59	60-67	70-79	80-89	Totals
Grant County						
Bagley	317	3	0	4	0	7
Bloomington	743	13	3	1	2	19
Blue River	412	6	0	2	0	8
Boscobel	2,662	70	10	19	15	114
Cassville	1,270	18	4	3	5	30
Cuba City	2,129	37	5	16	10	68
Dickeyville	1,156	13	2	7	1	23
Fennimore	2,212	51	5	11	12	79
Hazel Green	1,282	17	0	3	6	26
Lancaster	4,076	84	18	17	26	145
Livingston	642	9	1	2	2	14
Montfort	616	11	2	0	1	14
Mt. Hope	197	3	0	1	1	5
Muscoda	1,331	26	2	7	9	44
Patch Grove	259	3	0	0	1	4
Platteville	9,580	146	28	42	44	260
Potosi/Tennyson	1,212	19	1	2	1	23
Woodman	116	2	0	0	0	2
Green County						
Albany	1,051	17	2	2	1	22
Belleville*	1,302	3	0	1	0	4
Brodhead	3,153	40	8	16	6	70
Brooklyn*	627	1	1	3	0	5
Browntown	284	3	0	1	0	4
Monroe	10,027	214	32	60	49	355
Monticello	1,021	25	4	0	7	36
New Glarus	1,763	39	4	15	7	65
Iowa County						
Arena	451	5	1	0	0	6
Avoca	505	2	0	0	1	3
Barneveld	579	16	3	1	3	23
Cobb	409	14	1	1	1	17
Dodgeville	3,458	105	15	18	27	165
Highland	860	19	2	1	5	27
Hollandale	271	3	0	1	1	5
Linden	395	4	0	0	0	4
Mineral Point	2,259	45	3	17	16	81
Rewey	233	4	0	0	2	6
Ridgeway	503	8	0	2	0	10
Lafayette County						
Argyle	720	17	1	1	4	23
Belmont	826	14	0	4	3	21
Benton	983	9	1	2	1	13
Blanchardville	803	16	2	2	6	26
Darlington	2,300	59	10	13	20	102
Gratiot	280	6	1	3	1	11
Shullsburg	1,484	23	4	4	3	34
South Wayne	495	12	1	0	1	14
Richland County						
Boaz	161	6	0	0	0	6
Cazenovia*	259	10	2	0	3	15
Lone Rock	577	10	1	2	0	13
Richland Center	4,997	108	20	28	44	200
Viola*	696	15	1	1	3	20
Yuba	72	3	0	1	0	4

*Only the trade and services of these communities within the county are counted.

---

[7] Wisconsin Department of Industry, Labor, and Human Relations, Unemployment Compensation Master File, (March 1983).

wider selection of shopping goods and personal services than smaller cities. The trade area size and shape is affected by distance because people prefer to drive to the nearest or most accessible community that provides the goods and services they desire.

Referring back to Plate 11, the results of the preceding analysis are clearly visible for trade centers in the region. Not counting the Dubuque and Prairie du Chien effects, there are four major trade areas and several smaller areas in Grant County. Platteville's trade area is the largest and encompasses portions of Grant, Iowa, and Lafayette counties. Lancaster's area covers the central portion of the county, while Boscobel's effect is limited to the northwest corner of the county and portions of Richland and Crawford counties as well. Fennimore's trade area, as indicated before, is confined to north central Grant County and a small portion of Iowa County. It must be remembered that the boundaries are only averages for a variety of goods and services and thus represent a rough approximation. The greatest benefit of Plate is for comparison purposes between communities in determining their sphere of influence, since all communities were exposed to the same methodology.

ECONOMIC DISTRESS

Plate 12 shows the general level of distress by township area in southwestern Wisconsin. Township areas are defined as the combined land area of a single town and the land area of any city or village which is located wholly or primarily within the township's boundaries. This unit of analysis was chosen over the use of cities, villages, and towns separately for three reasons:

1) The boundaries of such township areas, as defined, generally do not change from one time period to another, thereby eliminating or reducing the effects of annexations;
2) The areas are relatively uniform in size which is useful for making geographical comparisons; and
3) The use of the township area is exceedingly better for mapping purposes.

The use of minor civil divisions would have to recognize that a full two-thirds of all jurisdictions would surely have boundary changes during any ten-year period as a result of annexation by cities and incorporated villages.

Four levels of distress are shown ranging from "very high" to "low." To evaluate distress of sub-county areas, seven statistical factors were applied to each township area of the region. The seven factors are within four general categories: 1) Income Characteristics; 2) Housing/Living Conditions; 3) Estimated Unemployment; and 4) Population Change. These are listed below.

General Category	Statistical Factors
Income Characteristics	1. Per capita income, 1979
	2. Percent of persons below poverty, 1979
Housing/Living Conditions	3. Percent of specified units lacking complete plumbing for exclusive use, 1980
	4. Percent of housing units with more than one person per room, 1980
Estimated Unemployment (Share of county unemployment rate by census-sharing method)	5. Estimated unemployment rate, 1980-81 average 6. Estimated unemployment rate, 1982-83 average
Population Change	7. Percent change in population, 1970-80

LEVEL OF ECONOMIC DISTRESS

SOUTHWESTERN WISCONSIN REGION

BY TOWNSHIP

LEGEND

DISTRESS LEVEL

- ▩ VERY HIGH
- ▦ HIGH
- ▨ MODERATE
- ░ LOW

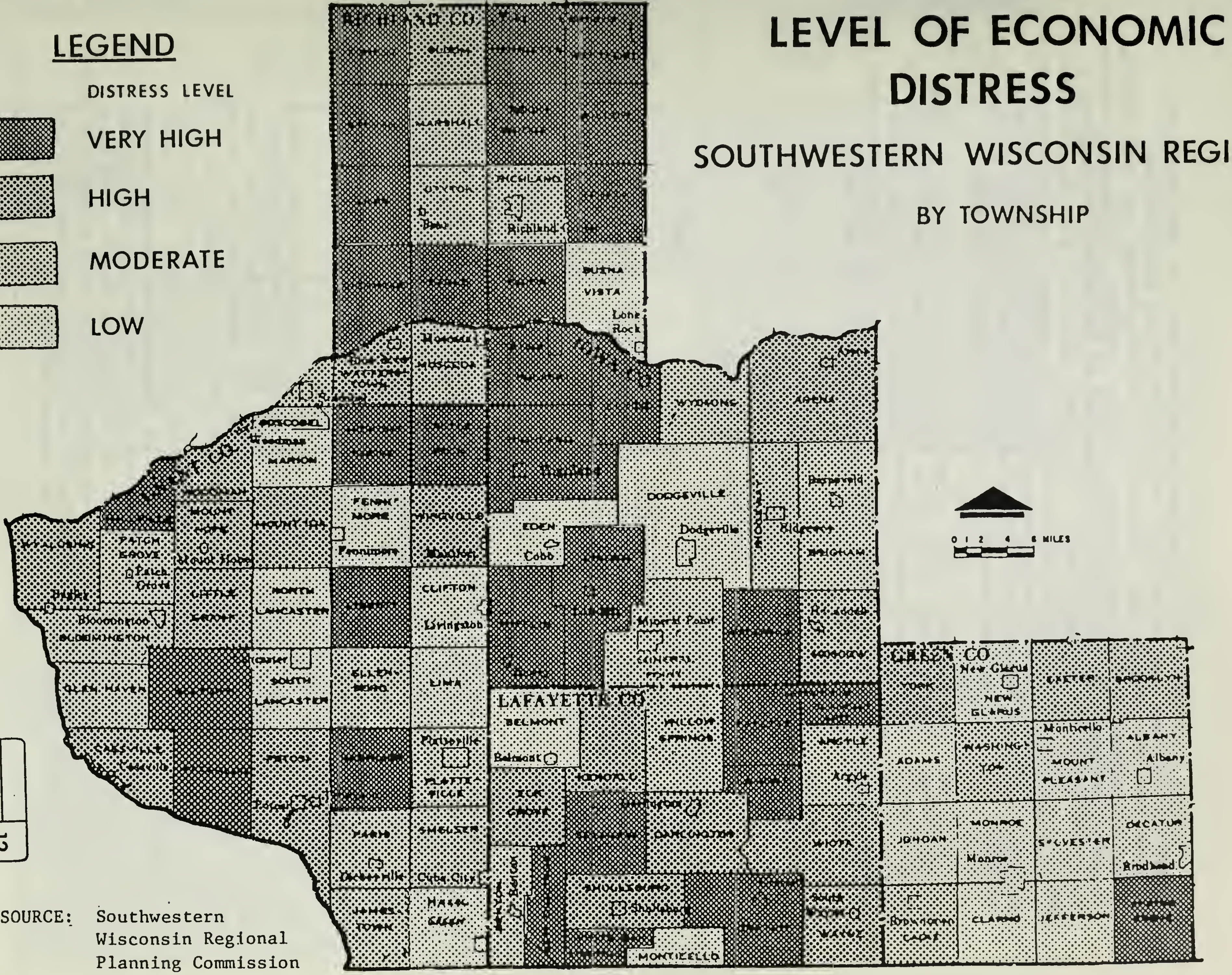


PLATE	12

SOURCE: Southwestern Wisconsin Regional Planning Commission

The term "distressed" can be defined in various ways. In this analysis, several factors have been selected for use since no single statistic can determine distress conclusively. Distress is a relative factor. To have meaning, it must be measured against some standard. In this analysis, the regional average is used as the standard, where points are assigned on the basis of a statistic's relationship with the regional average. The summed points for each township area are shown in a matrix along with an accounting of the number of general categories in which the township area is more distressed than the region. (This matrix is shown in Plate 13.) Evidence of distress in three or four of the four general categories listed above would provide reasonable evidence of distress.

The formula for assigning points to each of the seven statistical factors is given below. (The negative of the basic formula applies to two of the factors so that positive points show greater distress than the region as a whole and negative points show lesser distress than the regional average. Zero points are assigned for an area statistic that is the same as the regional average.)

$$P = \frac{T - X}{X}$$

Used for:

- poverty
- lack of plumbing
- overcrowdedness
- estimated unemployment, 80-81
- estimated unemployment, 82-83

Where: P = Points
T = Township area statistic
X = Regional average

$$P = \frac{X - T}{X}$$

Used for:

- per capita income
- population change

Township areas are divided into one of four levels of distress. These are given in Table 8, along with the minimum standards necessary to be placed within a particular distress category. Although the system appears somewhat complex, it ensures that distress is not determined by a single factor, such as a point score. The system roughly divides the township areas into quartiles.

Determining the Distress Level of Fennimore

The data shown in Table 9 are the raw statistics and assigned point scores for each of the seven factors and four basic categories of distress criteria. Statistics and scores for Fennimore and the region as a whole are given. Note that the City of Fennimore and Fennimore Township are considered to be one area, and that the statistics for the city and township have been blended.

The total assigned point score for Fennimore is -1.90 points. This score is a summation of the points assigned to each of the seven statistical factors shown in the table. The points themselves show both the direction of distress (less distressed than the region as a whole if the score is negative, and more distressed than the average if the score is positive). The point system also shows the degree of distress by the size of the score and its distance from the value zero. The boxes in the table show the total scores for each basic category.

DISTRIBUTION OF TOWNSHIP AREAS
BY LEVEL OF DISTRESS

Number Of Categories In Which Township Area Is More Distressed Than Region.

Total Assigned Point Score	None	1	2	3	4
(Most Distressed) 3.00 or more	▨	▨	VERY HIGH DISTRESS Clyde (Ia) Waldwick	Hickory Grove (Gt) Waterloo Pulaski (Ia) Lamont (La) Seymour White Oak Springs Eagle (Ri) Richwood Westford	Beetown (Gt) Castle Rock Millville Linden (Ia) New Diggings(La) Akan (Ri) Forest Henrietta Willow
2.00 to 2.99	▨	▨	HIGH DISTRESS	Harrison (Gt) Liberty Highland (Ia) Mifflin Fayette (La) Gratiot Ithaca (Ri) Orion Rockbridge	Blanchard (La)
1.00 to 1.99	▨	MODERATE DISTRESS Wyoming (Ia)	Cassville (Gt) Potosi Darlington (La) Elk Grove Kendall Shullsburg	Little Grant (Gt) Mount Hope Woodman Wyalusing Arena (Ia) Wiota (La)	Spring Grove (Gn) VERY HIGH DISTRESS
0.00 to 0.99	▨	Washington (Gn) Brigham (Ia) Argyle (La)	Bloomington (Gt) Boscobel Ellenboro Glen Haven Platteville Smelser Brooklyn (Gn) Mineral Point (Ia) Ridgeway Benton (La) Marshall (Ri) Richland	Mount Ida (Gt) Watterstown York (Gn) Moscow (Ia) Wayne (La) Bloom (Ri)	Wingville (Gt) HIGH DISTRESS
0.00 to -0.99	LOW DISTRESS Dodgeville (Ia)	Adams (Gn)	Jamestown (Gt) Muscoda Paris Patch Grove Cadiz (Gn) Exeter Willow Springs (La) Dayton (Ri)	MODERATE DISTRESS	▨
-1.00 or less (Least Distressed)	N. Lancaster(Gt) Clarno (Gn) Jefferson Monroe New Glarus Sylvester Belmont (La)	Clifton (Gt) Fennimore Lima S. Lancaster Albany (Gn) Decatur Jordan Mount Pleasant	Hazel Green (Gt) Buena Vista (Ri) LOW DISTRESS	▨ Marion (Gt)	▨

In each cell, township areas are arranged in alphabetical order by county.
(Gt) Grant County; (Gn) Green County; (Ia) Iowa County
(La) Lafayette County; (Ri) Richland County

Source: SWWRPC

PLATE 13

TABLE 8

DETERMINATION OF LEVEL OF DISTRESS: MINIMUM STANDARDS

Distress Level		Minimum Total Point Score		No. of General Categories Exceeding Regional Avg. Points	No. of Applicable Township Areas
Very High Distress		3.00 points	and	2 of 4	20
	OR	2.00 points	and	3 of 4	10
	OR	1.00 points	and	4 of 4	1
High Distress		2.00 points	and	1 of 4	-
	OR	1.00 points	and	2 of 4	13
	OR	0.00 points	and	3 of 4	7
	OR	-1.00 points	and	4 of 4	-
Moderate Distress		1.00 points	and	0 of 4	1
	OR	0.00 points	and	1 of 4	15
	OR	-1.00 points	and	2 of 4	8
	OR	-2.00 points	and	3 of 4	1
Low Distress		All other areas are included here.			21

TABLE 9

FENNIMORE DISTRESS CRITERIA

		Raw Statistic		Assigned Point Score	
Basic Category	Statistical Factor	Fennimore	SWW Regional Average	Fennimore	SWW Regional Average
Income Charact.	Per Capita Income	$6,232	$6,222	0.00	0.00
	% Under Poverty	11.02%	11.34%	-0.03	0.00
				-0.03	0.00
Housing/Living Conditions	Lack Plumbing	-1.51%	2.42%	-0.38	0.00
	More Than One Person/Room	2.55%	2.59%	-0.02	0.00
				- .40	0.00
Unemployment	Est. Rate, 1980-81	8.33%	7.05%	0.18	0.00
	Est. Rate, 1982-83	10.72%	10.06%	0.07	0.00
				0.25	0.00
Population Change	% Change 1970-80	15.80%	5.80%	-1.72	0.00
	TOTAL ASSIGNED POINT SCORE:			-1.90	0.00

Thus we can see that the Fennimore vicinity is much less distressed than the region as a whole in population growth. The unemployment rate is also below that of the region, especially in 1980-81. In terms of income characteristics used, Fennimore is close to average, but is below average in terms of housing and living conditions.

According to the point system previously described, Fennimore is placed in the "low distress" category because of the community's total score of -1.90 and not having distress scores higher than the regional average in three of the four basic categories. Plate 14 shows the level of economic distress for cities and villages in the region.

REGIONAL ECONOMY

The preceding discussion concerned itself with an analysis of the economy of Fennimore. In order to complete this analysis, it is necessary to consider the regional economy and how Fennimore compares with and fits into it. Such an analysis will identify the strengths and weaknesses of the regional economy as well as providing valuable insights into economic growth trends and potentials.

Growth Centers

Growth centers can be classified as primary, secondary, and tertiary. Each has its own set of criteria and each serves a geographic area proportionate to its size and the degree to which it meets certain thresholds on economic indicators. The first step, then, is to determine which communities in the region can be classified as a growth center. After this is determined, the remainder of the analysis will concern itself with classifying these centers according to their level of regional service. It should be pointed out that the four levels of community economic activity delineated in this analysis are compatible with the four levels of economic distress just discussed, as both are used in a rating system for determining priority considerations for development.

Use of the term "growth center" implies that there are "non-growth centers." Villages which do not meet growth center designation should simply be viewed as having a fourth level of economic activity. The lack of the designation does not mean that the village has not grown in population. The growth center concept has to do with the potential for growth. To measure potential, some quantitative system must be applied equally to all communities. Generally speaking, those communities with the greatest potential for growth are those which have the largest trade area from which to draw shoppers and the largest labor shed from which to draw workers. Such communities are more likely to have the necessary infrastructure and other support services, and the administrative capacity to accommodate new development opportunities. The data utilized in this section reflects the relative size of trade and labor shed areas, and thus the potential for growth.

Method of Selecting Growth Centers:

The basis for screening potential centers is the general level of economic diversity which a community displays. Minimum standards of diversity have been established for each growth center level of attainment. Measures of economic diversity used here are: (1) a community's employment level, (2) the number of different major industry groups represented, using the two-digit SIC code, (3) the number of establishments with employment, and (4) the total number of establishments. The use of all four of these criteria serves to heighten the quality of the analysis and strengthens the conclusions which are achieved. The

LEVEL OF ECONOMIC DISTRESS, CITIES AND VILLAGES OF THE SOUTHWESTERN WISCONSIN REGION

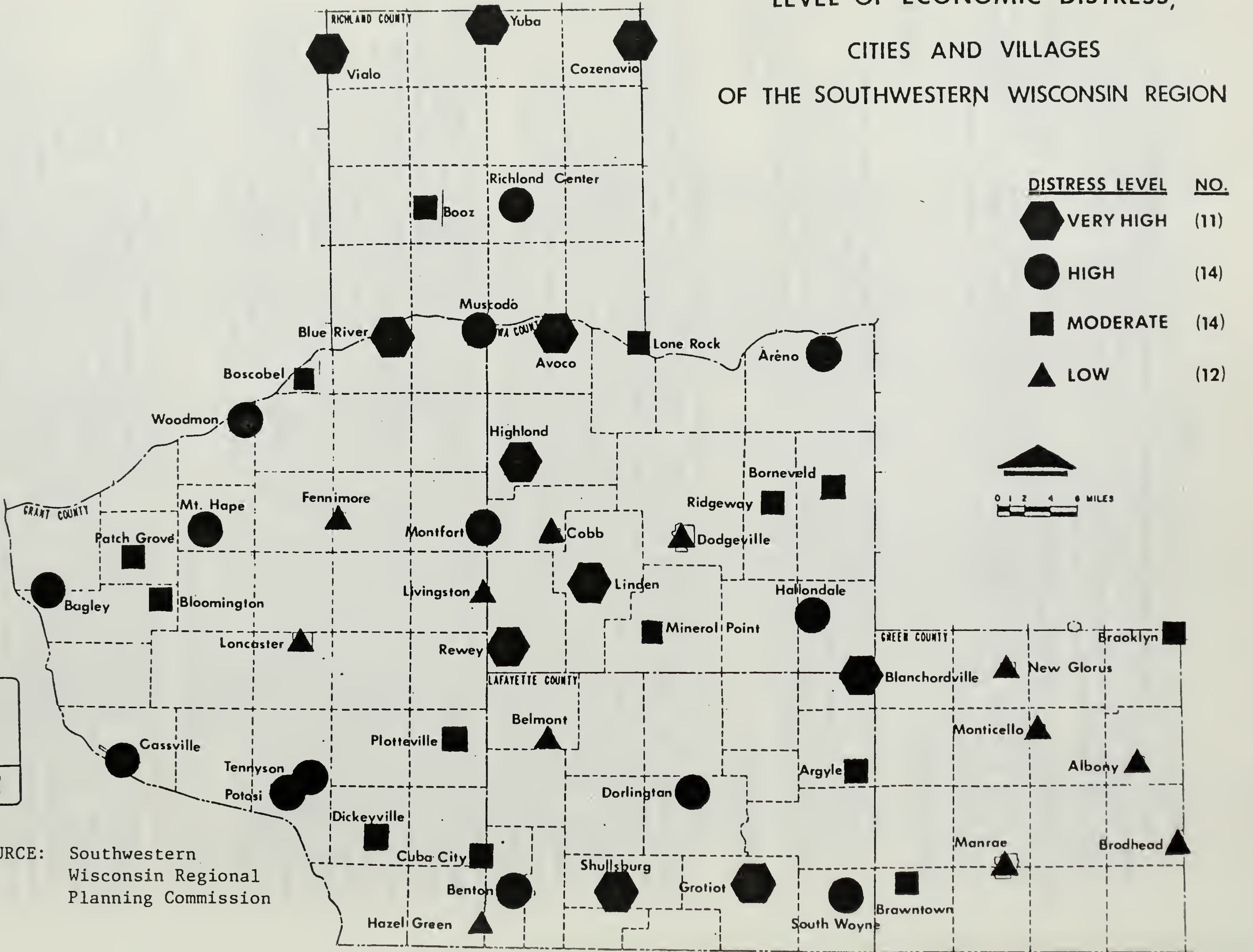


PLATE 14

SOURCE: Southwestern Wisconsin Regional Planning Commission

effects of possible errors in the data base are thus reduced substantially over the use of only one measure of economic diversity. The data base being used in this analysis is the Unemployment Compensation Employer Master File administered by the Wisconsin Department of Industry, Labor and Human Relations (DILHR).

The system for determining candidates for growth center designation is relatively simple. Table 10 lists all incorporated communities in southwestern Wisconsin. Only those which meet the minimum standard in at least three of the four measures of economic diversification are considered candidates. The placement of an "X" in Table 10 indicates a measure has been achieved and a "yes" or "no" placed in the right-hand column indicates communities which are evaluated further. Each minimum standard (given in the column headings) represents the average statistic among 41 communities not selected as primary or secondary growth centers in the Southwestern Wisconsin Regional Planning Commission Planning Report No. 42, Economic Development Plan for Southwestern Wisconsin, 1981. The average among these communities represents a logical dividing line for distinguishing between those villages that are most economically diversified, and those that are least so.

As evidenced on Table 10, Fennimore met all four growth center criteria and appears in Table 11. One item of interest is the city's rank. In Table 10, Fennimore is ranked tenth according to 1980 population figures, while Table 11 ranks the city eighth, based upon 1983 projections.

Table 11 classifies each of the potential growth centers according to their level of economic activity and degree of diversity. Therefore, primary growth centers have the most economic activity and highest level of diversity and tertiary centers the lowest. The criteria used to determine their classification is the same as that used in the preceding table, but the thresholds are different. The thresholds are derived from averages of all communities for each category. Therefore, those communities with statistics above the average fall in a higher classification than those with below average statistics. Plate 15 illustrates these growth centers and their locations relative to southwestern Wisconsin. Finally, Table 12 compares selected community facilities for growth centers in the region.

Employment Trends

Table 13 shows the trends in employment by industry group for the years 1973, 1979, and 1982 for southwestern Wisconsin. During the period covered, employment increased 34.1 percent, rising from 20,983 persons in 1973 to 28,130 in 1983. A greater amount of growth occurred in the years between 1973 and 1979 (41.9%) as compared with later where there was actually a decline in employment of 5.5 percent (1979-1982). For comparison purposes, Table 14 gives similar information for Grant County.

For southwestern Wisconsin in each of the three years covered, retail trade comprised the largest percentage of total employment. Even though the number of jobs in retail trade increased between 1973 and 1979, it's percentage share of total employment declined. Between 1979 and 1982, the reverse was true, with the number of persons employed declining and it's percent share of the total increasing over previous levels. This is due to increases in employment in other sectors of the economy between 1973 and 1979, and decreases due to recessionary factors from 1979 to 1982. Retail trade is more sensitive to population growth than other sectors since there exists population thresholds which govern the sale of goods or commodities. With the economy once again recovering, other sectors of the economy will once again increase, resulting in a lower share of the total employment market for retail sales.

TABLE 10

CANDIDATES FOR GROWTH CENTERS[8]

Rank	Communities by Rank in 1980 Population		ECONOMIC DIVERSIFICATION, 1983**				Candidate for Growth Center? (Need 3 of 4)
			Total Employment, 200 or More	15 or More Major Industry Groups	20 or More Establishments With Covered Employment	25 or More Total Business Establishments	
1	Monroe	10,027	x	x	x	x	Yes
2	Platteville	9,580	x	x	x	x	Yes
3	Richland Center	4,997	x	x	x	x	Yes
4	Lancaster	4,076	x	x	x	x	Yes
5	Dodgeville	3,458	x	x	x	x	Yes
6	Brodhead	3,153	x	x	x	x	Yes
7	Boscobel	2,662	x	x	x	x	Yes
8	Darlington	2,300	x	x	x	x	Yes
9	Mineral Point	2,259	x	x	x	x	Yes
10	Fennimore	2,212	x	x	x	x	Yes
11	Cuba City	2,129	x	x	x	x	Yes
12	New Glarus	1,763	x	x	x	x	Yes
13	Shullsburg	1,484	x	x	x	x	Yes
14	Muscoda	1,331	x	x	x	x	Yes
15	Hazel Green	1,282	x	x	x	x	Yes
16	Cassville	1,270	x	x	x	x	Yes
17	Dickeyville	1,156		x	x	x	Yes
18	Albany	1,051		x	x	x	Yes
19	Monticello	1,021	x	x	x	x	Yes
20	Benton	983					No
21	Highland	860		x	x	x	Yes
22	Belmont	826	x	x	x	x	Yes
23	Blanchardville	803	x	x	x	x	Yes
24	Bloomington	743		x	x	x	Yes
25	Potosi*	736	x	x			No
26	Argyle	720	x	x	x	x	Yes
27	Viola	696	x	x	x	x	Yes
28	Livingston	642	x	x			No
29	Brooklyn	627					No
30	Montfort	616		x			No
31	Barneveld	579	x	x	x	x	Yes
32	Lone Rock	577					No
33	Avoca	505					No
34	Ridgeway	503					No
35	South Wayne	495					No
36	Tennyson*	476					No
37	Arena	451					No
38	Blue River	412					No
39	Cobb	409					No
40	Linden	395					No
41	Bagley	317					No
42	Browntown	284					No
43	Gratiot	280					No
44	Hollandale	271					No
45	Patch Grove	259					No
45	Cazenovia	259					No
47	Rewey	233					No
48	Mount Hope	197					No
49	Boaz	161					No
50	Woodman	116					No
51	Yuba	72					No
-	*Potosi-Tennyson	1,212	x	x	x	x	Yes

**The four minimum levels of economic diversification given above represent the approximate average for each respective category among the fourty-one communities that were not designated as Primary or Secondary Growth Centers in SWWRPC Planning Report No. 42, Economic Development Plan for Southwestern Wisconsin, 1981.

---

[8] Wisconsin Department of Industry, Labor, and Human Relations, Unemployment Compensation Master File (March, 1983), and Southwestern Wisconsin Regional Planning Commission.

TABLE 11

GROWTH CENTER CLASSIFICATION[9]

S.W.W. Rank	Community by Rank In 1983 Population		Total Employment	# Major Industry Groups	Establishments With Employment	Total Establishments
1	Monroe	10,320	7,002**	52**	344**	469**
2	Platteville	9,652	3,746**	49**	237**	319**
3	Richland Center	5,183	3,024**	53**	201**	277**
4	Lancaster	4,125	2,240**	48**	143*	201*
5	Dodgeville	3,683	1,988*	42*	142*	178*
6	Brodhead	3,123	918*	41*	77*	115*
7	Boscobel	2,642	2,144*	42*	91*	155*
8	Fennimore	2,363	1,298*	38*	80*	109*
9	Darlington	2,303	978*	40*	94*	128*
10	Mineral Point	2,225	704	39*	71*	109*
11	Cuba City	2,221	904*	30	74*	94
12	New Glarus	1,790	603	31	55	81
13	Shullsburg	1,492	442	27	33	48
14	Muscoda	1,376	554	29	46	65
15	Hazel Green	1,287	276	15	25	37
16	Cassville	1,275	455	22	32	41
17	Dickeyville	1,087	149	20	22	30
18	Albany	1,060	187	15	23	32
19	Monticello	1,056	472	22	40	53
21	Belmont	904	262	19	26	35
22	Highland	898	186	21	28	48
23	Argyle	778	275	19	25	35
24	Potosi	762	(See Potosi-Tennyson below)			
25	Blanchardville	751	385	23	27	36
26	Viola	738	217	20	21	33
27	Bloomington	721	192	16	24	25
31	Barneveld	607	228	18	24	39
-	Potosi-Tennyson	1,230	245	17	23	31

MINIMUM CRITERIA FOR DETERMINING PRIMARY, SECONDARY, OR TERTIARY GROWTH CENTERS

PRIMARY GROWTH CENTER - if a community meets three out of four of the following (denoted by double asterisks (**) for each minimum standard attained): (1) total employment of 2,400 or more; (2) at least 45 major industry groups (2-digit SIC's); (3) at least 150 establishments with employment; and (4) at least 210 total establishments.

SECONDARY GROWTH CENTER - if a community meets three out of four of the following (denoted by a single asterisk (*) for each minimum standard attained): (1) total employment of 800 or more; (2) at least 35 major industry groups (2-digit SIC's); (3) at least 65 establishments with employment; and (4) at least 100 total establishments.

TERTIARY GROWTH CENTER - all other communities listed above.

---

[9] Ibid.

GROWTH CENTERS
OF THE SOUTHWESTERN WISCONSIN REGION

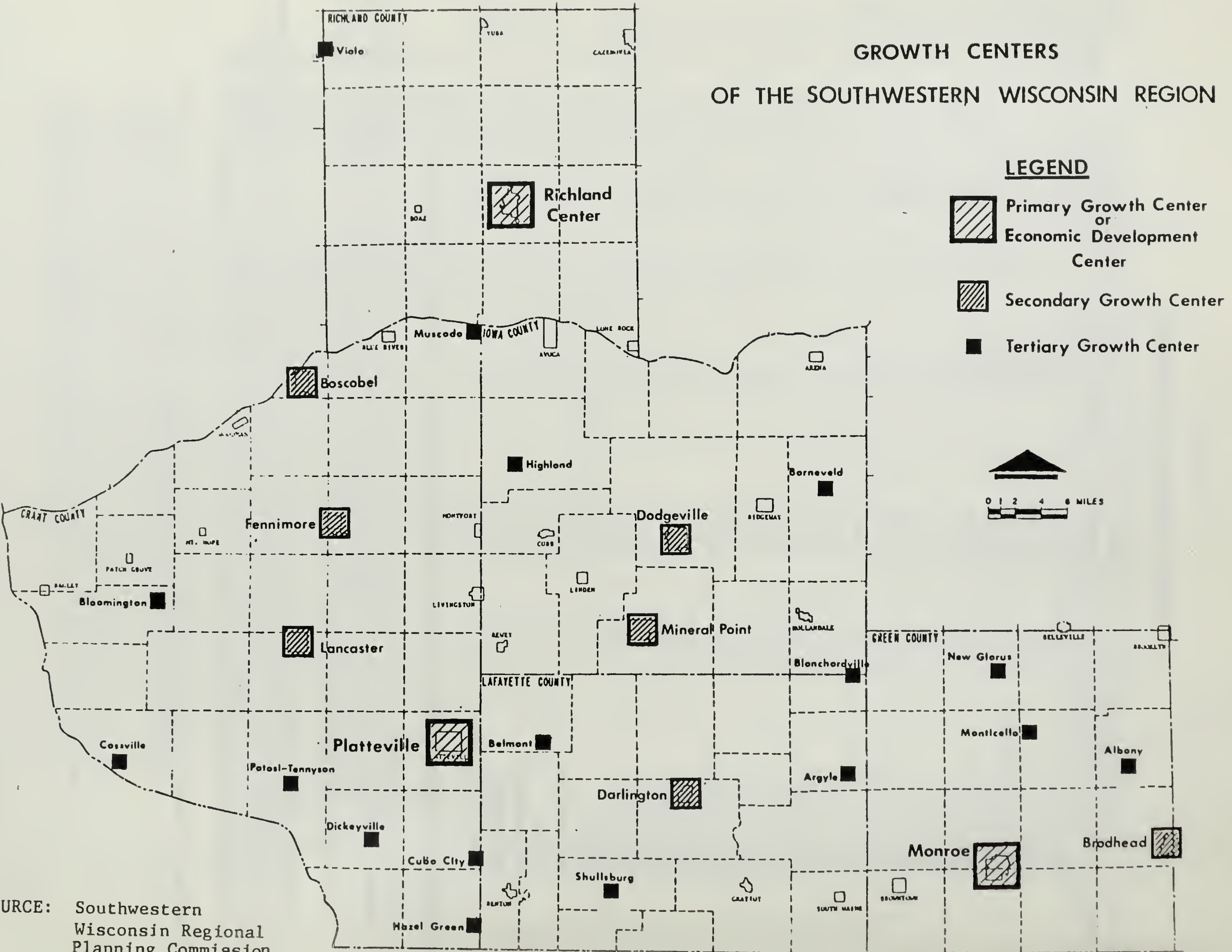


PLATE 15

SOURCE: Southwestern Wisconsin Regional Planning Commission

TABLE 12

SELECTED COMMUNITY FACILITIES FOR SOUTHWESTERN WISCONSIN GROWTH CENTERS[10]

Community	Level of Growth Center	Principal Arterial Highway[a]	Airport	Rail Accessibility[b]	Hospital	Higher Education[c]	Industrial Site[d]
Monroe	Primary	*	*	*	*		*
Platteville	Primary	*	*		*	*	*
Richland Center	Primary	*	*	*	*	*	*
Lancaster	Secondary	*	*		*		*
Dodgeville	Secondary	*	*		*		*
Brodhead	Secondary	*	*	*			*
Boscobel	Secondary	*	*	*	*		*
Fennimore	Secondary	*				*	*
Darlington	Secondary		*	*	*		*
Mineral Point	Secondary	*	*	*			*
Cuba City	Tertiary	*					*
New Glarus	Tertiary	*	*				*
Shullsburg	Tertiary	*	*				*
Muscoda	Tertiary			*			*
Hazel Green	Tertiary	*					
Cassville	Tertiary		*	*			
Dickeyville	Tertiary	*					
Albany	Tertiary						*
Monticello	Tertiary	*		*			*
Belmont	Tertiary	*					
Highland	Tertiary						*
Argyle	Tertiary						
Potosi-Tennyson	Tertiary	*		*			*
Blanchardville	Tertiary						*
Viola	Tertiary						*
Bloomington	Tertiary						*
Barneveld	Tertiary	*					*

[a] Highways recognized by the State of Wisconsin as principal arterial highways for state aids purposes. These highways are U.S. Highways 14, 18, 61 and 151, and S.T.H. 11 and 69.

[b] Rail Accessibility here means the presence of a serviceable rail line. Railway operations in southwestern Wisconsin are presently in a state of change.

[c] Although only campuses of the University of Wisconsin-Platteville, the two-year University of Wisconsin Center-Richland at Richland Center, and the Southwest Wisconsin Vocational Technical Institute at Fennimore are noted, most communities are within reasonable commuting distance of the educational facilities. Several communities serve as remote sites for selected courses. Monroe and most of Green County are served by the Blackhawk VTAE District at Janesville.

[d] Sites available for industrial use, whether publicly or privately owned, which are on file with the Southwestern Wisconsin Regional Planning Commission or the Wisconsin Department of Development.

---

[10] Southwestern Wisconsin Regional Planning Commission, 1984.

TABLE 13

EMPLOYMENT BY MAJOR ECONOMIC GROUP: 1973-82[11]

SOUTHWESTERN WISCONSIN

Major Economic Group	1973 No. Empl. (Mid-March)	1973 % of Total Empl.	1979 No. Empl. (Mid-March)	1979 % of Total Empl.	1982 No. Empl. (Mid-March)	1982 % of Total Empl.	1973-79 % Change in Major Econ. Group	1979-82 % Change in Major Econ. Group	1973-82 % Change in Major Econ. Group
Agric. Services, Forestry, Fisheries	108	.5	(D)	-	(D)	-	-	-	-
Mining	(D)	-	(D)	-	(D)	-	-	-	-
Contract Construction	1,095	5.2	1,568	5.3	(D)	-	43.2	-	-
Manufacturing	4,671	22.3	7,407	24.9	6,822	24.3	58.6	(7.9)	46.0
Transportation and Other Pub. Facil.	1,670	8.0	2,069	6.9	1,955	6.9	23.9	(5.5)	17.1
Wholesale Trade	1,136	5.4	3,025	10.2	2,843	10.1	166.3	(6.0)	150.3
Retail Trade	6,965	33.2	7,690	25.8	7,490	26.6	10.4	(2.6)	7.5
Finance, Insur., Real Estate	926	4.4	1,288	4.3	1,319	4.7	39.1	2.4	42.4
Services	4,178	19.9	6,182	20.8	6,213	22.1	48.0	.5	48.7
Unclassified Est.	(D)	-	(D)	-	(D)	-	-	-	-
TOTALS* (Mid-March)	20,983	98.9	29,771	98.2	28,130	94.7	41.9	(5.5)	34.1

*Employment totals will not add due to undisclosed figures in specific categories.

TABLE 14

EMPLOYMENT BY MAJOR ECONOMIC GROUP: 1973-82[12]

GRANT COUNTY, WISCONSIN

	1973		1979		1982		1973-79	1979-82	1973-82
Major Economic Group	No. Empl. (Mid-March)	% of Total Empl.	No. Empl. (Mid-March)	% of Total Empl.	No. Empl. (Mid-March)	% of Total Empl.	% Change in Major Econ. Group	% Change in Major Econ. Group	% Change in Major Econ. Group
Agric. Services, Forestry, Fisheries	36	0.5	53	0.4	109	1.0	47.2	105.7	202.8
Mining	(D)	-	20	0.2	-	-	-	-	-
Contract Construction	462	6.4	683	5.9	506	4.7	47.8	(25.9)	9.5
Manufacturing	1,298	18.0	2,742	23.6	2,746	25.6	111.2	0.1	111.6
Transportation and Other Pub. Facil.	665	9.2	912	7.8	706	6.6	37.1	(22.6)	6.2
Wholesale Trade	339	4.7	954	8.2	797	7.4	181.4	(16.5)	135.1
Retail Trade	2,558	35.5	2,893	24.9	2,562	23.9	13.1	(11.4)	0.2
Finance, Insur., Real Estate	297	4.1	428	3.7	443	4.1	44.1	3.5	49.2
Services	1,441	20.0	2,819	24.2	2,838	26.5	95.6	0.7	96.9
Unclassified Est.	(D)	-	131	1.1	-	-	-	-	-
TOTALS* (Mid-March)	7,204	98.4	11,635	100.0	10,725	99.8	61.5	(7.8)	48.9

*Employment totals will not add due to undisclosed figures in specific categories.

---

[12] Ibid.

Employment in manufacturing followed a similar trend as that of retail trade, gaining employment from 4,671 to 1973 to 7,407 in 1979, then declining to 6,822 in 1982. Over the same period, manufacturing's share of total employment has remained fairly constant fluctuating only about 2 percent over the nine-year period. This indicates that manufacturing is one of the more stable sectors of the economy, but one of prime importance since it grew by 46 percent from 1973-1982. Since it contains almost one-fourth of the region's work force, manufacturing should continue to command the attention of communities seeking to diversify their economic base.

The service sector is the third largest contributor to overall regional employment and of the three biggest, was the only one to consistently gain over the study period. Total employment rose from 4,178 in 1973 to 6,213 in 1982, or an increase of 48.7 percent. Such a strong showing is indicative of the national shift toward service-oriented employment. This sector should continue to have a strong showing in the regional economy of the future.

Other sectors of the regional economy worthy of note include wholesale trade and finance. Wholesale trade, while comprising only 5.4 percent of total employment in 1973, increased to about 10 percent for 1977 and 1982. Overall, wholesale trade posted a 150.3 percent increase from 1973-1982. Due to its quickly growing nature, it should be considered as having good potential for future development, especially in its complementary role to manufacturing. Finance, while maintaining slightly more than a 4 percent share of total employment, has shown an increase of 42.4 percent from 1973-1982 and has continued to increase during the entire period. This sector shows strong possibilities for future growth.

Income Trends

Income statistics for southwestern Wisconsin are shown in Table 15 for 1973, 1979, and 1982. All sectors of the economy experienced gains for the period ranging from 88.9 percent to 439 percent (1973-1982). The greatest gain was posted by the wholesale trade sector, which in the previous table also showed the largest percent increase in employment for the same period. Again, these two factors support its potential for future development. As before, comparison data for Grant County is given in Table 16.

Manufacturing in the region also showed a sizable increase of 218.1 percent for the study period. The greatest period of growth for this industry was from 1973-1979 where the taxable payroll rose from $6.7 million to $17.8 million. This coincides with the period of payroll increase as was shown in the previous table.

Other categories showing significant increases in income include transportation (167%), finance (181.7) and services (189%). Retail trade, which actually occupied about 20 percent of the total taxable payroll in the region, was the sector showing the least growth (88.9%). The decline over the years in the percent of total taxable payroll in retail trade is probably because wage rates are more closely tied to retail prices of goods and services. Outside of manufacturing and wholesale trade, other sectors maintained their approximate share of the total taxable payroll over the reporting period.

Local Potential

The potential for industrial growth in Fennimore is favorable due to several factors, including an abundant supply of dependable labor. Persistently low wage

TABLE 15

INCOME BY MAJOR ECONOMIC GROUP: 1973-82 [13]

SOUTHWESTERN WISCONSIN

Major Economic Group	1973 Taxable Payroll (Mid-March)	1973 % of Total Taxable Payroll	1979 Taxable Payroll (Mid-March)	1979 % of Total Taxable Payroll	1982 Taxable Payroll (Mid-March)	1982 % of Total Taxable Payroll	1973-79 % Change in Major Econ. Group	1979-82 % Change in Major Econ. Group	1973-82 % Change in Major Econ. Group
Agric. Services, Forestry, Fisheries	$ 177,000	.6	(D)	-	(D)	-	-	-	-
Mining	(D)	-	(D)	-	(D)	-	-	-	-
Contract Construction	1,812,000	6.5	$3,598,000	5.8	(D)	-	98.6	-	-
Manufacturing	6,744,000	24.2	17,837,000	28.7	$21,452,000	28.2	164.5	20.3	218.1
Transportation and Other Pub. Facil.	3,302,000	11.8	7,353,000	11.8	8,817,000	11.6	122.7	19.9	167.0
Wholesale Trade	1,912,000	6.9	7,991,000	12.9	10,304,000	13.5	317.9	28.9	439.0
Retail Trade	7,918,000	28.4	11,760,000	19.0	14,961,000	19.6	48.5	27.2	88.9
Finance, Insur., Real Estate	1,406,000	5.0	2,976,000	4.8	3,960,000	5.2	111.7	33.1	181.7
Services	4,309,000	15.5	9,656,000	15.6	12,452,000	16.3	124.1	29.0	189.0
Unclassified Est.	(D)	-	(D)	-	(D)	-	-	-	--
TOTALS* (Mid-March)	$27,877,000	98.9	$62,034,000	98.6	$76,188,000	94.4	122.5	22.8	173.3

*Employment totals will not add due to undisclosed figures in specific categories.

---

[13] Ibid.

TABLE 16

INCOME BY MAJOR ECONOMIC GROUP: 1973-82[14]

GRANT COUNTY, WISCONSIN

Major Economic Group	1973 Taxable Payroll (Mid-March)	1973 % of Total Taxable Payroll	1979 Taxable Payroll (Mid-March)	1979 % of Total Taxable Payroll	1982 Taxable Payroll (Mid-March)	1982 % of Total Taxable Payroll	1973-79 % Change in Major Econ. Group	1979-82 % Change in Major Econ. Group	1973-82 % Change in Major Econ. Group
Agric. Services, Forestry, Fisheries	$ 71,000	0.8	$ 88,000	0.4	$ 181,000	0.7	14.3	105.7	154.9
Mining	(D)	-	36,000	0.2	(D)	-	-	-	-
Contract Construction	735,000	7.8	1,596,000	7.5	1,354,000	5.4	117.1	(15.2)	84.2
Manufacturing	1,830,000	19.5	5,634,000	26.5	7,692,000	30.6	207.9	36.5	320.3
Transportation and Other Pub. Facil.	1,401,000	14.9	3,209,000	15.1	3,064,000	12.2	129.1	(4.5)	118.7
Wholesale Trade	622,000	6.6	2,344,000	11.0	2,879,000	11.5	276.8	22.8	362.9
Retail Trade	2,802,000	29.9	3,919,000	18.4	4,088,000	16.3	39.9	4.3	45.9
Finance, Insur., Real Estate	464,000	5.0	1,076,000	5.1	1,393,000	5.5	131.9	29.5	200.2
Services	1,441,000	15.4	3,240,000	15.2	4,456,000	17.7	124.8	37.5	209.2
Unclassified Est.	(D)	-	133,000	0.6	(D)	-	-	-	-
TOTALS* (Mid-March)	$9,372,000	99.9	$21,274,000	100.0	$25,144,000	99.9	127.0	18.2	168.3

*Employment totals will not add due to undisclosed figures in specific categories.

---

[14] Ibid.

rates in the region suggest that industry here has not been forced to compete for quality labor. For instance, the average annual manufacturing wages in southwestern Wisconsin are only 65 percent of the state average.[15] In the fourth quarter of 1983, the average annual wage for workers in all industries in the region was $12,637, while state-wide the same annual wage was $17,162.[16] Since wages are considered to be the biggest expense to industry, the current low industrial wage rate in southwestern Wisconsin provides a high degree of potential for attracting new industry into the city. If manufacturing growth in the region follows trends found elsewhere, wage rates will rise over time as the industrial work force matures and industry is forced to compete for quality labor.

The other areas of growth potential in Fennimore include wholesale/retail trade and services. In the past, Fennimore has served as a retirement community for area farmers as well as a farming service center for the surrounding district. This, combined with increases in both population and employment opportunities, lately makes the trade sectors prime areas for growth. The location of the Vocational Technical School in Fennimore provides the opportunity for retail establishments catering to the student population. Such businesses as fast food restaurants and discount clothing outlets handling current fashions should be attractive to this sector.

From the previous discussion, it is evident that the service sector is a prime area for growth potential. Fennimore is in an excellent position to expand its own base in this direction due to the existence of the Vocational Technical Institute, the Good Samaritan Nursing Home, development of a new medical clinic, and other recent service-oriented industries. New service sector industries could use the existing services as a base from which to expand, or develop new markets on their own, increasing Fennimore's diversity to the surrounding area.

CITIZEN'S VIEW OF ECONOMIC POTENTIAL

The community survey, administered at the beginning of the planning effort, asked the opinion of residents on a variety of different issues. The survey asked residents to either agree to disagree with a number of statements in many areas of concern. Those responses to questions pertaining to the economy and, to a lesser extent, development issues, are the most pertinent to this discussion and are summarized below. In addition, the complete survey and its analysis is found in the Appendix.

A majority of residents (85.0%) felt that local government should spend additional money to attract new business and industry to Fennimore and an even higher percentage (94.9%) supported the concept that Fennimore should encourage industry to locate in the city. In a related question, most persons responding to the survey (93.3%) felt Fennimore should encourage growth to occur and disagreed that the city was growing too quickly (92.1%). A majority of respondents also supported the concept of sound planning to guide development, with 91.2 percent indicating that Fennimore should ensure orderly development of future growth. About 83 percent disagreed with the statement that growth should be allowed to occur in an uncontrolled manner.

---

[15] Wisconsin Department of Industry, Labor and Human Relations, Employment and Wages Covered by Wisconsin's U.C. Law: Fourth Quarter, 1983 (May 1984).

[16] Ibid.

New business and industry should be selectively recruited according to most respondents of the survey (78.8%). Presumably, this is meant to more closely match the type of business and industry to the needs and character of the community. There was no clear majority on the question of parking. Respondents were about equally split on the question of whether or not tax dollars should be spent on more parking in the downtown area (46.7% and 48.3% respectively), while only a very slight majority (51.1%) disagreed that there was adequate parking downtown. The implication here seems to be that there may be a need for more convenient parking provided by the downtown merchants. A merchants association could help finance parking of this type if an adequate site could be found. Overwhelmingly, respondents also supported the concept that business and industries which are recruited to the city should be encouraged to hire community residents (93.7%).

Local business should be encouraged to expand, according to 84.6 percent of the survey respondents. A slightly smaller percentage (62.3%) felt that future shopping opportunities should be concentrated in the downtown area, while 59.3 percent of those responding also felt future shopping opportunities should be allowed to expand along the highways. No doubt some of the reasoning behind this response concerns ease of access and availability of parking opportunities. If these issues could be addressed downtown, along with improved traffic flow considerations, more support for maintaining the integrity of the central business district (CBD) could occur.

The final set of questions asked residents where they shopped for a variety of items. Of those responding, most did their shopping for groceries in Fennimore (58.1%), while other places in Grant County was mentioned by the next largest number of persons (34.9%). The most frequently mentioned places for purchasing clothing were Grant County (49.6%), Madison (18.7%), and Dubuque (15.8%). Only 3.0 percent of respondents shopped for clothing in Fennimore. Grant County, Fennimore, and Madison (58.3%, 17.2%, and 9.3% respectively) were the most frequently mentioned places for purchasing appliances. Furniture purchases were almost equally split between Fennimore (35.9%) and Grant County (38.4%), with a smaller minority (11.4%) going to Madison for these items.

Most persons patronized Fennimore and Grant County almost equally (44.3% and 41.0% respectively) for medical care, while a majority (56.6%) received dental care in Fennimore. Grant County was the next most frequently mentioned area where this service was sought (33.5%). The establishment of the new clinic facility since the survey was administered should positively impact these figures.

Banking is done in Fennimore by most people (73.8%), while automotive needs are taken care of almost equally between Fennimore (40.3%) and Grant County (43.5%). More persons (47.0%) seek entertainment elsewhere in Grant County as compared with Fennimore (30.8%). Legal services are purchased by most persons responding in Fennimore (59.6%), while 29.1 percent go elsewhere in Grant County for these. Finally, persons divide their hardware purchases almost equally between Fennimore (49.3%) and Grant County (43.1%). Other places, besides those already mentioned, where people shop for the above items include Dodgeville, Richland Center, La Crosse, Prairie du Chien, Iowa County, Crawford County, Sauk County, and other places.

From the above discussion, it appears that Fennimore should concentrate its efforts on capturing the clothing, automotive, entertainment, and hardware markets.

The appliance and furniture markets require a higher volume of trade than a community the size of Fennimore could support, while the city's share of the medical care market should increase due to the new clinic.

CONCLUSIONS

Fennimore's location at the junction of two state highways (S.T.H. 61 and 18) as well as its attractiveness as a quiet, well-kept community are both advantages in the city's efforts to grow and attract new employment opportunities. The steps already taken (attraction of a new clinic, establishment of an industrial park, attraction of Ray-O-Vac, and the location of the Vocational Technical School) have given Fennimore a distinct advantage over other communities in the area of its size. Also in the city's favor is its residents' support for growth and development as well as its commitment to an organized approach to development and an inventorying of resources, as evidenced by commissioning this planning study. In its efforts to attract additional industry, however, the city should not lose sight of its resources (including human, natural, and cultural). It is only by balancing these resources with future development options that positive growth be affected. To aid the city in its efforts, the Economic Development Preparedness Index found in the Appendix, gives examples of the types of inventorying and background work the city should pursue.

CHAPTER 5

HOUSING CHARACTERISTICS

HOUSING CHARACTERISTICS

INTRODUCTION

A knowledge of the housing conditions in Fennimore is a very important piece of the total planning picture. Housing needs directly affect land use decisions and thus this section and the one following it are closely tied. A working knowledge of the type and condition of housing in a community is important for future planning both for affordable housing and public facilities.

The information found in this analysis comes mainly from census data, although the final section discusses that portion of the community survey which addressed housing concerns. In using census data, one should temper their interpretation with two facts. First, the data reports on conditions from 1980 and is about five years old. Conditions may have changed slightly, although trends are most likely to still be valid. Second, the census data, in many cases, is sample data and not 100 percent count. This could result in some discrepancies and thus should temper one's absolute interpretation of the data. Since census data is the best available to date, however, these limitations are but a small price to pay for the benefit of being provided with a comprehensive look at Fennimore's housing stock.

The analysis will focus on comparisons between housing conditions in Fennimore, Grant County, and Wisconsin as a whole. In the first section, Fennimore's housing will be discussed in terms of number of units and vacancy/ occupancy characteristics of the units, including structure type and tenure status. The second section deals with general characteristics such as age, plumbing facilities, etc., while the third section discusses housing values and rents. A discussion on housing adequacy is contained in the next section, followed by an analysis of residential building permits issued in Fennimore since 1970. Finally, there is a discussion highlighting the responses to the housing section in the community survey.

HOUSING NUMBERS AND TYPE

Number

Since 1970, the number of total housing units in Fennimore has increased by 28 percent. This follows a decade where growth in housing was only one-fourth of this rate. Table 1 shows that the rate of growth of housing in Fennimore for the past decade has surpassed that of both the county and state as a whole. This indicates that Fennimore has been capturing at least it's fair share of the county housing market. Most of this growth is most likely due to the demand for housing associated with Ray-O-Vac, the Vocational-Technical School, and an increase in elderly units built in the last several years.

TABLE 1

NUMBER OF HOUSING UNITS

FENNIMORE; GRANT COUNTY, WISCONSIN: 1960-1980[1]

	Total Housing Units			1960-1970		1970-1980	
Location	1960	1970	1980	No.	% Change	No.	% Change
Fennimore	643	689	882	46	7.2	193	28.0
Grant County	13,507	14,451	18,204	944	7.0	3,753	26.0
Wisconsin	1,288,620	1,472,466	1,863,897	183,846	14.3	391,431	26.6

Status

Year-round housing units consist of all occupied housing as well as vacant year-round housing units. Those vacant units intended for seasonal occupancy or held for migratory labor are generally excluded from housing inventories because it is difficult to obtain reliable information on them. As Table 2 indicates, virtually all of Fennimore's housing consists of year-round units rather than vacant, seasonal, and migratory. As might be expected, the city contains a greater percentage of year-round housing than either the county or the state due to vacation homes, recreational sites, and farm labor needs in the latter two areas.

TABLE 2

YEAR-ROUND/SEASONAL STATUS OF HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[2]

	Year-Round Housing Units		Vacant, Seasonal & Migratory		Total Housing Units
Location	No.	% of Total	No.	% of Total	No.
Fennimore	881	99.9	1	0.1	882
Grant County	17,625	96.8	464	2.5	18,204
Wisconsin	1,752,969	94.0	110,928	6.0	1,863,897

---

[1] U.S. Department of Commerce, Bureau of the Census, 1960-1980 Census of Housing (Washington, D.C.: U.S. Government Printing Office).

[2] Idem, 1980 Census of Housing.

Structure

The most predominant type of housing in Fennimore is single-family residential, followed by units of two or more. As Table 3 shows, almost 79 percent of all housing in the city is of a single-family nature. In comparison with Grant County, less of Fennimore's single-family housing stock is comprised of single family, while the city has a larger share of two or more units. This is most likely due to both the demand for student housing and the existence of elderly assisted housing units in the city. The county also has a larger share of it's housing as mobile homes, most probably owing to its rural nature. The state, although having less of a percentage of single-family housing than Fennimore or the county, has a much larger share of two or more units than the other two jurisdictions. The percentage of mobile homes for the state compares favorably with Fennimore.

TABLE 3

STRUCTURE TYPE OF YEAR-ROUND HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[3]

	Single Family		Mobile Home/Trailer		2 or More Units	
Location	No.	% of Total Year Round	No.	% of Total Year Round	No.	% of Total Year Round
Fennimore	693	78.7	32	3.6	156	17.7
Grant County	14,285	81.2	990	5.6	2,309	13.1
Wisconsin	1,214,499	69.2	55,536	3.2	486,276	27.7

Occupancy/Vacancy

Year-round housing units are further broken down into occupied and vacant structures. A unit is considered occupied if it is the usual place of residence of the person living in it. By definition, the count of occupied units is the count of households.

As can be seen in Table 4, even though there was a 25 percent increase in occupied housing units in Fennimore between 1970 and 1980, the share of occupied housing units to the total year-round actually decreased by about two percent. Vacant units, obviously, experienced a corresponding increase during the same period by the same margin. In Grant County, an opposite trend is observed for the same period, with occupied units actually increasing their share of the year-round housing units available. An 18 percent decrease in vacant households also occurred during the period. The state's occupied total remained relatively stable during the decade. Between 1970 to 1980, the rate of increase in occupied housing for the city, the county, and the state was greater than the increase in population for the same period. This would indicate a trend toward smaller household sizes.

---

[3] Ibid.

TABLE 4

OCCUPANCY/VACANCY STATUS OF YEAR-ROUND HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1970-1980[4]

		Year-Round Housing Units					
		1970		1980		1970-1980	
Location	Status	No.	% of Total	No.	% of Total	No.	% Change
Fennimore	Occupied	665	96.5	831	94.3	166	25.0
	Vacant	24	3.5	50	5.7	26	108.3
	Total	689	100.0	881	100.0	192	27.9
Grant County	Occupied	13,355	92.4	16,686	94.9	3,331	24.9
	Vacant	1,096	7.6	898	5.1	(198)	(18.1)
	Total	14,451	100.0	17,584	100.0	3,133	21.7
Wisconsin	Occupied	1,328,804	94.0	1,652,261	94.3	323,457	24.3
	Vacant	85,301	6.0	100,708	5.7	15,407	18.1
	Total	1,414,105	100.0	1,752,969	100.0	308,050	21.8

Vacancy Rate

The vacancy rate is a measure of the supply and demand characteristics of the housing market. According to the Department of Housing and Urban Development, it is assumed that the housing market fails to function effectively when the total vacancy rate is below three percent. It appears that the vacancy rates in Table 5 indicate a healthy housing market; however, the vacancy rate alone cannot indicate quality properties. The housing units which are vacant and available for sale or rent may not provide the variety of standard units in the styles and price ranges that people seek. This may be the case in Fennimore since a common complaint is that student housing is difficult to find. The city's vacancy rate of 5.7 percent is now comparable to both the county and the state. In 1970, the vacancy rate of 3.5 percent indicated that the housing market was just barely functioning efficiently.

---

[4] Ibid.

TABLE 5

VACANCY RATES OF YEAR-ROUND HOUSING

FENNIMORE, GRANT COUNTY, WISCONSIN: 1970-1980[5]

	1970 Vacancy Rate		
Location	Year-Round Vacant Units	Total Year-Round Housing Inventory	Vacancy Rate
Fennimore	24	689	3.5
Grant County	1,096	14,451	7.6
Wisconsin	85,301	1,414,105	6.0

	1980 Vacancy Rate		
Location	Year-Round Vacant Units	Total Year-Round Housing Inventory	Vacancy Rate
Fennimore	50	881	5.7
Grant County	898	17,584	5.1
Wisconsin	100,708	1,752,969	5.7

Vacancy Status

In order to more fully understand the vacancy rate indicated in Table 5, a more detailed look at the types of vacant units available is needed. Table 6 shows vacant housing by vacancy status. As shown, the largest percentage of vacant units in Fennimore is rental property (38.0%) followed closely by for sale only (30.0%) and other vacants (24.0%). Vacant units held for occasional use represent a small portion of the city's vacant housing units (8.0%). Both the county and the state exhibit a smaller percentage of vacant for-sale and for-rent housing than does Fennimore, and a larger percentage of vacant occasional use and other vacant properties.

---

[5] Idem, 1970-1980 Census of Housing.

TABLE 6

VACANT YEAR-ROUND HOUSING BY VACANCY STATUS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[6]

	For Sale Only			For Rent			Occasional Use			Other Vacants*				
	No.	% of Total Vacant	% of Total Year-Round	No.	% of Total Vacant	% of Total Year-Round	No.	% of Total Vacant	% of Total Year-Round	No.	% of Total Vacant	% of Total Year-Round	Total Vacant	Total Year-Round
Fennimore	15	30.0	1.7	19	38.0	2.1	4	8.0	0.5	12	24.0	1.4	50	881
Grant County	151	16.8	0.9	261	29.1	1.5	124	13.8	0.7	362	40.3	2.0	898	17,584
Wisconsin	15,309	15.2	0.9	27,610	27.4	1.6	29,473	29.3	1.7	28,316	28.1	1.6	100,708	1,752,969

* Includes units not for sale or rent, units held for settlement of an estate, units held for occupancy by a caretaker or janitor, units held for personal reasons, and units rented or sold awaiting occupancy.

---

[6] Idem, 1980 Census of Housing.

Tenure Status

Housing units are classified as owner occupied if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. All other occupied units are classified as renter occupied. In 1980, 619 housing units were owner occupied in Fennimore, while 212 units were renter occupied.

As Table 7 shows, Fennimore and Grant County have comparable percentages of owner-occupied housing units--greater than that of the state. From 1970 to 1980, the percentage of owner-occupied units in each of the three locations decreased, due to increases made in renter-occupied units. This reflects the increase in housing costs which was apparent during the last decade.

TABLE 7

TENURE STATUS OF OCCUPIED HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1970-1980[7]

		Occupied Housing Units					
		1970		1980		1970-1980	
Location	Status	No.	% of Total	No.	% of Total	No.	% Change
Fennimore	Owner	537	80.8	619	74.5	82	15.3
	Renter	128	19.2	212	25.5	84	65.6
	Total	665	100.0	831	100.0	166	25.0
Grant County	Owner	10,084	75.5	12,226	73.3	2,142	21.2
	Renter	3,271	24.5	4,460	26.7	1,189	36.3
	Total	13,355	100.0	16,686	100.0	3,331	24.9
Wisconsin	Owner	918,123	69.1	1,127,367	68.2	209,244	22.7
	Renter	410,681	30.9	524,894	31.8	114,213	27.8
	Total	1,328,804	100.0	1,652,261	100.0	323,457	24.3

---

[7] Idem, 1970-1980 Census of Housing.

GENERAL CHARACTERISTICS

In this section, we will discuss those factors which contribute to understanding the age and general condition of Fennimore's housing units. These items, taken collectively, will indicate the size of the housing units and the ability of Fennimore housing stock to keep pace with its population growth. In addition, information on housing needs will be revealed.

Age

Table 8 shows the age of housing in Fennimore, Grant County, and Wisconsin. As can be seen, the period 1939 and earlier accounted for almost half of all the housing in the city. This compares favorably with the county and represents a larger portion of older homes than does the state.

One must be careful not to fully equate age alone with the condition of housing units. Although age gives some indication as to the likelihood of repairs and general condition of foundations, etc., it does not mean that the housing units are in poor condition. It is likely that rather than tear down older structures just due to their age, persons are more likely to make repairs to older structures. This is especially true in recent years when problems with financing would deter many people from constructing newer housing and instead invest more modest amounts into the maintenance and renovation of their existing houses. In Table 8, housing units are classified according to the year they were built and not by the date of later conversions, remodelling, etc.

According to the table, Fennimore's rate of new housing construction began to lag behind both the county and the state beginning about 1950. The post World War II housing boom is very evident by the figures for Wisconsin, as 41 percent of the housing units were built between 1950 and 1970. Housing in Fennimore continued to be constructed at a lesser rate than the county and the state through 1975. From the period 1950-1974, construction activity fluctuated in the city. After 1975, the amount of new construction in Fennimore surpassed both the county and the state, most likely due to the development of housing for the Vocational-Technical School, Ray-O-Vac, and the elderly. Since 1980, approximately 23 new units have been built.

Size

In this analysis, an idea of the size of the housing units in Fennimore will be provided by information on number of rooms per unit and number of bedrooms per unit. This is important in determining the ability of the existing housing stock to meet the needs of large households. In recent years, however, both housing size and family size have been decreasing. This follows two decades of a trend toward larger units to meet the needs of then-larger households.

Table 9 illustrates the number of rooms for housing units. According to the census, this includes only whole rooms used for living purposes and excludes bathroom, hallways, utility rooms, unfinished attics or basements and other similar spaces. As can be seen, Fennimore and Grant County contain larger percentages of units with six or more rooms than does the state. Given the fact that these two locations also had a higher percentage of older units than the state, these results would be expected. It wasn't until recently that housing has been "downsizing." Also, the rural nature of the county would dictate large family sizes and living spaces in order to operate the many farms in the area.

TABLE 8

AGE OF YEAR-ROUND HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[8]

Location	1939 or Earlier		1940-1949		1950-1959		1960-1969		1970-1974		1975-1978		1979-March, 1980		Totals
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Fennimore	420	47.7	92	10.4	61	6.9	103	11.7	69	7.8	105	11.9	31	3.5	881
Grant County	8,629	49.0	1,217	6.9	1,550	8.8	2,261	12.8	1,643	9.3	1,848	10.5	477	2.7	17,625
Wisconsin	642,905	36.6	176,466	10.0	254,792	14.5	276,902	15.8	188,144	10.7	168,101	9.6	49,001	2.8	1,756,311

---

[8] Idem, 1980 Census of Housing.

TABLE 9

YEAR-ROUND HOUSING UNITS BY NUMBER OF ROOMS PER UNIT

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[9]

Location	1 Room		2 Rooms		3 Rooms		4 Rooms		5 Rooms		6 or More Rooms		Median (Rooms/Unit)
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
Fennimore	1	0.1	25	2.8	62	7.0	148	16.8	174	19.8	471	53.5	5.5+
Grant County	98	0.5	316	1.8	1,186	6.7	2,707	15.4	3,808	21.7	9,469	53.9	5.5+
Wisconsin	22,268	1.3	42,524	2.4	138,170	7.9	313,253	17.9	435,849	24.9	800,905	45.7	5.3

Number of bedrooms, the other indicator of housing unit size, is shown in Table 10. Again, the census defines bedrooms as any room used primarily for sleeping purposes, even if used for other purposes. Thus rooms reserved for sleeping such as guest rooms, even though used infrequently, are counted as bedrooms. Rooms used primarily for other purposes, even though they may also be used infrequently for sleeping, are not counted as such.

Table 10 shows that while Fennimore and the state have a larger proportion of two bedroom houses than Grant County, all three have a comparable percentage of three bedroom units and Grant County contains more four bedroom homes. Wisconsin contains the largest percentage of no-bedroom homes (Fennimore has none) while the city and Grant County also contain similar proportions of one bedroom units. Again, because of the rural nature of Grant County, the size of both families and housing units tend to be larger because of the size of the work force required for farming.

---

[9] Ibid.

TABLE 10

YEAR-ROUND HOUSING UNITS BY NUMBER OF BEDROOMS PER UNIT[10]

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[10]

Location	No Bedroom		1 Bedroom		2 Bedrooms	
	No.	%	No.	%	No.	%
Fennimore	0	0.0	87	9.9	265	30.1
Grant County	113	0.6	1,642	9.3	4,779	27.1
Wisconsin	26,254	1.5	211,967	12.1	530,072	30.2

Location	3 Bedrooms		4 or More Bedrooms		Totals
	No.	%	No.	%	
Fennimore	350	39.7	179	20.3	881
Grant County	7,146	40.5	3,945	22.4	17,625
Wisconsin	684,326	39.0	303,692	17.3	1,756,311

Bathrooms

According to the census definition, a complete bathroom contains a flush toilet, bathtub or shower, and a wash basin with piped hot and cold water for exclusive use of the unit's occupants. As can be seen in Table 11, most housing units in the city, Grant County, and Wisconsin contain one complete bathroom. Fennimore also leads the other two locations with housing containing two or more complete bathrooms. More units in the state have one and one-half bathrooms than do those in either the city or county.

---

[10] Ibid.

TABLE 11

YEAR-ROUND HOUSING UNITS WITH BATHROOMS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[11]

Location	No Bathroom or 1/2 Bath		1 Complete Bathroom		1 Complete Bathroom Plus 1/2 Bath		2 or More Complete Bathrooms		Total Number
	No.	%	No.	%	No.	%	No.	%	
Fennimore	19	2.2	558	63.3	161	18.3	143	16.2	881
Grant County	702	4.0	11,041	62.6	3,646	20.7	2,236	12.7	17,625
Wisconsin	54,419	3.1	1,092,692	62.2	377,432	21.5	231,768	13.2	1,756,311

---

[11] Ibid.

Plumbing Facilities

In 1980, questions asked in the last census pertaining to hot and cold piped water, a bathtub or shower, and a flush toilet were combined into one question. In addition, these facilities must be inside the housing unit rather than inside the structure as in 1970. "Complete facilities" refers to the presence of the three items listed above and are for the exclusive use of the occupants of the housing unit. "Lacking complete facilities" refers to one of the following conditions: 1) all required facilities are present within the unit but are shared by another household, 2) some, but not all, facilities are present, and 3) none of the three specified plumbing facilities are present.

Table 12 shows the majority of housing units in all three locations contain all plumbing facilities. Fennimore has the lowest percentage of housing units which are lacking complete plumbing (1.4%). Grant County has the highest number (2.3%) followed by Wisconsin at 1.8 percent.

TABLE 12

YEAR-ROUND OCCUPIED HOUSING UNITS WITH PLUMBING FACILITIES

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[12]

Location	With All Plumbing Facilities No.	With All Plumbing Facilities %	Lacking One or More Plumbing Facilities No.	Lacking One or More Plumbing Facilities %	Total Number
Fennimore	819	98.6	12	1.4	831
Grant County	16,300	97.7	386	2.3	16,686
Wisconsin	1,622,131	98.2	30,130	1.8	1,652,261

Utilities

The following three tables discuss the utilities used by housing units in Fennimore, Grant County, and Wisconsin. This information is especially important in designing weatherization programs, assessing public works needs, or analyzing public health and safety threats. When considering the figures, differences between the rural nature of the county and the more homogeneous state-wide geography and population should be considered.

Heating Equipment

Table 13 illustrates the type of heating equipment used in the housing units of the comparison groups. According to the table, most units in all three locations rely on a central warm air furnace for heating purposes. In Grant County and the state, the next most common type of heat is steam/hot water (11.0% and 16.7%, respectively). Fennimore housing units use heat pump or built-in electric unit (11.9%), then steam/hot water (10.4%) as the next two most common types of heating.

---

[12] Ibid.

TABLE 13

HEATING EQUIPMENT OF YEAR-ROUND HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[13]

	Steam/Hot Water		Central Warm Air Furnace		Heat Pump or Built-In Electric Unit		Floor, Wall, Pipeless Furnace	
	No.	%	No.	%	No.	%	No.	%
Fennimore	92	10.4	604	68.6	105	11.9	21	2.4
Grant County	1,944	11.0	11,480	65.1	1,501	8.5	501	2.8
Wisconsin	292,911	16.7	1,161,278	66.1	98,024	5.6	30,662	1.7

	Room Heaters With Flue		Room Heaters Without Flue		Fireplace/Stove Portable		Not Heated		Totals
	No.	%	No.	%	No.	%	No.	%	
Fennimore	47	5.3	4	0.5	8	0.9	0	0.0	881
Grant County	1,049	6.0	213	1.2	900	5.1	37	0.2	17,625
Wisconsin	95,804	5.5	19,625	1.1	55,448	3.2	2,559	0.1	1,756,311

---

[13] Ibid.

Source of Water

Source of water for units in the three comparison locations is shown in Table 14. The category of "individual well" pertains to a well supplying five or fewer housing units. Not surprisingly, Fennimore supplies water to almost all of its housing units (99.8%). Most housing in Grant County also is served by public system or private firm (64.9%), while 34.8 percent of the households use individual wells. It stands to reason that more individual wells would be used by the county and the state given their rural nature compared with the city. A majority of the housing units in the state are supplied by public systems (69.6%), while 29.7 percent of the units obtain their water from private wells.

TABLE 14

SOURCE OF WATER OF YEAR-ROUND HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[14]

Location	Public System or Private Firm		Individual Well		Other		Totals
	No.	%	No.	%	No.	%	
Fennimore	879	99.8	2	0.2	0	0.0	881
Grant County	11,273	64.0	6,127	34.8	225	1.3	17,625
Wisconsin	1,223,745	69.7	521,579	29.7	10,987	0.6	1,756,311

Sewage Disposal

The results in Table 15 are very similar to those in the preceding table. Again, most housing units in Fennimore make use of public sewer for disposal with an almost identical percentage as those using the public water supply (99.8% versus 99.2%). Most households in Grant County also use public sewers (62.7%), although the amount using septic tanks is also substantial (34.9%) due to the rural nature of the county. Statewide, 71.9% of the housing units are connected to public sewer systems.

TABLE 15

SEWAGE DISPOSAL SYSTEMS OF YEAR-ROUND HOUSING UNITS

FENNIMORE, GRANT, WISCONSIN: 1980[15]

Location	Public Sewer		Septic Tank or Cesspool		Other Means		Totals
	No.	%	No.	%	No.	%	
Fennimore	874	99.2	2	0.2	5	0.6	881
Grant County	11,054	62.7	6,156	34.9	415	2.4	17,625
Wisconsin	1,262,265	71.9	467,986	26.6	26,060	1.5	1,765,311

---

[14] Ibid.

[15] Ibid.

COST

The following analysis examines two separate areas of housing costs--the value of single family units and contract rent paid for housing. Both of these are important indicators as to the extent that housing demand can be satisfied. Also, both provide some indication as to the condition of the overall housing stock of the community.

Value

The value identified in Table 16 is the respondent's estimate of how much the house and lot would sell for if it were for sale. It does not include condominiums, mobile homes, or other units such as trailers, boats, tents, or vans. Also, the statistics only include single family houses on less than ten acres of land without a commercial or medical establishment on the property.

As shown in the table, the largest percentage of Fennimore's housing in 1980 fell within a range of $20,000 to $49,999 (67.2%). Within that same range, 60.0 percent of Grant County's and 46.2 percent of Wisconsin's housing was also to be found. The majority of Wisconsin's housing (53.6%) fell slightly outside of this range in the area of $40,000 to $79,999. The table also indicates that more housing in Fennimore and Grant County occur in the less than $10,000 to $19,999 range (15.5% and 13.1% respectively) than does that of the state (6.1%).

Contract Rent

Contract rent is that rent agreed to, or contracted for, regardless of any furnishings, utilities, or services. This area of analysis is useful in determining the impact of housing costs on non-owners. Table 17 shows the range of contract rent for the three comparison locations.

In Fennimore, the largest percentage of units (65.0%) charge a contract rent ranging from $120-$249. Approximately 57.0 percent of the units in Grant County fall within that same range, with the state's share being 65.7 percent of units under contract rent. A more appropriate range for Wisconsin contract rental units, however, would be between $150 and $399, where approximately 67 percent of the rental units are included. Generally, Fennimore and Grant County exhibit a higher percentage of units contract rents in the lower ranges (less than $50-$139) than does the state, while Wisconsin as a whole exhibits a higher percentage of rental units in the higher ranges $200-more than $500). Units rented without cash rent are shown in a separate category from the rest.

TABLE 16

VALUES OF SINGLE FAMILY OWNER-OCCUPIED HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[16]

	Less Than $10,000		$10,000-14,999		$15,000-19,999		$20,000-24,999		$25,000-29,999	
	No.	%	No.	%	No.	%	No.	%	No.	%
Fennimore	6	1.1	25	4.7	52	9.7	68	12.7	84	15.7
Grant County	213	2.6	318	3.9	525	6.5	746	9.2	801	9.9
Wisconsin	9,434	1.1	16,290	1.6	28,994	3.4	45,029	5.3	53,891	6.3

	$30,000-34,999		$35,000-39,999		$40,000-49,999		$50,000-79,999		$80,000-99,999	
	No.	%	No.	%	No.	%	No.	%	No.	%
Fennimore	59	11.0	54	10.1	95	17.7	84	15.7	6	1.9
Grant County	873	10.8	856	10.6	1,542	19.1	1,925	2.4	180	2.2
Wisconsin	67,794	7.9	72,346	8.4	156,473	18.3	302,678	35.3	60,363	7.0

	$100,000-149,999		$150,000-199,999		$200,000 or More		Totals	Median Value
	No.	%	No.	%	No.	%		
Fennimore	2	0.4	1	0.2	0	0.0	536	$32,800
Grant County	86	1.1	9	0.1	3	0.0	8,077	$38,300
Wisconsin	34,235	4.0	6,530	0.8	3,287	0.4	857,344	$48,600

---

[16] Ibid.

TABLE 17

CONTRACT RENT OF RENTER-OCCUPIED HOUSING UNITS

FENNIMORE, GRANT COUNTY, WISCONSIN: 1980[17]

	Less Than $50		$50-99		$100-119		$120-139		$140-149	
Location	No.	%	No.	%	No.	%	No.	%	No.	%
Fennimore	5	2.4	34	16.3	16	7.7	28	13.5	11	5.3
Grant County	135	3.8	509	14.2	302	8.4	431	12.1	149	4.2
Wisconsin	6,763	1.4	45,857	9.3	36,858	5.5	36,443	7.4	18,418	3.7

	$150-159		$160-169		$170-199		$200-249		$250-299	
	No.	%	No.	%	No.	%	No.	%	No.	%
Fennimore	21	10.1	20	9.6	28	13.5	27	13.0	2	1.0
Grant County	351	9.8	214	6.0	477	13.3	413	11.6	171	4.8
Wisconsin	32,437	6.6	26,227	5.3	79,159	16.1	103,764	21.1	56,606	11.5

	$300-399		$400-499		$500 or More		No Cash Rent			
	No.	%	No.	%	No.	%	No.	%	Totals	Median Rent
Fennimore	5	2.4	1	0.5	0	0.0	10	4.8	208	$152
Grant County	74	2.1	11	0.3	4	0.1	332	9.3	3,573	$153
Wisconsin	31,751	6.4	5,291	1.1	2,119	0.4	20,695	4.2	492,388	$186

---

[17] Ibid.

CONDITION

In order to assess the condition of housing in Fennimore, a variety of pertinent indicators must be assembled. The Department of Development's "Four Count Housing Distribution" does just that. Shown as Table 18, information is provided on elderly and non-elderly households, owner and renter occupied units, low/moderate income and non-low/moderate income households, household size, and tenure. In addition, adequate and inadequate (four-count households) housing is identified.

The "four counts" or standards by which inadequate households are determined are as follows:

1) Lack of complete plumbing facilities for exclusive use of the occupants.

2) Overcrowding--that is more than 1.01 persons per room.

3) Paying more than 30 percent of income for rent.

4) Build prior to 1940 and valued at less than $22,500 (in non-metropolitan areas).

If a housing unit exhibits one or more of the above conditions, it is classified as "adequate." According to the table, about 108 owner-occupied and 81 renter-occupied housing units are classified as inadequate in Fennimore. About 16.9 percent of all non-elderly units are identified as inadequate, while 31.5 percent of the elderly units have the same classification. The majority of inadequate renter-occupied housing in both the non-elderly and elderly categories is comprised of low-and moderate-income persons (76.5% and 86.7% respectively), while 70.7 percent of the inadequate owner-occupied elderly households and 21.2 percent in the non-elderly category are also low-and moderate-income.

CONSTRUCTION TRENDS

In addition to the census data available for Fennimore, the city has a building permit system which is required for all new construction activity. The results of new residential construction activity for the period 1974-1985 are shown in Table 19. Prior to that time, the city had no zoning ordinance and required no formal building permit. Some pre-1974 data was available and is included in the table. The figures listed show permits issued for either new construction activity or a major change in use. Most new construction has been for single family housing (76.3%), followed by multi-family (12.5%) than duplexes (11.2%).

From the table, the figures show that the most productive years for new construction were from 1975 to 1978 (with the exception of 1977) when 26 single family, 7 duplex, and 4 multi-family permits were issued. This time period also corresponds with a growth and building period for the city's major employers--Ray-O-Vac and the Vocational Technical School. Since that time, new residential construction has been continuing at a lower level. A variety of factors could be responsible for this, including inflated construction costs, high mortgage interest rates, and the depressed national economy. During the period following 1978-79, the high cost of borrowing money caused new construction of housing to fall off significantly on a national scale. As the economy recovers and housing construction increases once again, this trend should reverse itself. As that occurs, additional housing will be freed up in Fennimore for others to occupy. Thus the housing market will continue to cycle. Finally, new construction activity will create jobs and add to the tax base of the community. It also serves as an indicator of the community's relative economic health.

TABLE 18

FOUR-COUNT HOUSING DISTRIBUTION

FENNIMORE: 1980[18]

Non-Elderly Total	Occupied Units			Owner Occupied				Renter Occupied			
				Adequately Housed		4-Count Households		Adequately Housed		4-Count Households	
No. Per Household	Owner	Renter	Total	Low/Mod. Income	Other	Low/Mod. Income	Other	Low/Mod. Income	Other	Low/Mod. Income	Other
1	35	38	73	12	13	3	7	6	15	13	4
2	89	48	137	7	80	0	2	1	39	8	0
3-4	156	44	200	13	137	1	5	3	27	12	2
5+	74	14	88	7	52	3	12	1	1	6	6
Totals	354	144	498	38	283	7	26	12	81	39	12
4-Count Totals						33				51	

Elderly Total	Occupied Units			Owner Occupied				Renter Occupied			
				Adequately Housed		4-Count Households		Adequately Housed		4-Count Households	
No. Per Household	Owner	Renter	Total	Low/Mod. Income	Other	Low/Mod. Income	Other	Low/Mod. Income	Other	Low/Mod. Income	Other
1	114	53	167	43	19	41	11	15	10	24	4
2	124	13	137	43	62	10	9	2	9	2	0
3-4	23	0	23	3	18	1	1	0	0	0	0
5+	4	2	6	0	2	2	0	1	1	0	0
Totals	265	68	333	89	101	53	22	18	20	26	4
4-Count Totals						75				30	

---

[18] Wisconsin Department of Development, Housing Information System Update, (December 8, 1983)

TABLE 19

NEW RESIDENTIAL BUILDING PERMITS ISSUED

FENNIMORE: 1974-OCTOBER, 1985[19]

Housing Type	Prior to 1974	1974	1975	1976	1977	1978	1979
Single Family	6	7	7	6	2	11	5
Duplex	0	0	4	1	2	0	1
Multi-Family	0	0	1	1	1	1	1
Total	6	7	12	8	5	12	7

	1980	1981	1982	1983	1984	1985	Total
Single Family	3	2	2	4	4	2	61
Duplex	0	1	0	0	0	0	9
Multi-Family	0	2	3	0	0	0	10
Total	3	5	5	4	4	2	80

---

[19] City of Fennimore, Annual Building Permits Issued.

HOUSING SURVEY

At the beginning of the planning process, residents of Fennimore were surveyed to obtain their input into a variety of community concerns. One of these areas centered around housing issues. This section presents a brief analysis of the results pertaining to housing. The entire survey is found in the Appendix.

Most survey respondents felt that there was enough variety in Fennimore's housing stock (63.9%) and that most of the housing was of sound quality (70.3%). Only 51.7 percent of the respondents felt that available housing in Fennimore was reasonably priced, while 40.9 percent had an opposing view. On the question of building lots, most of those responding to the question (49.3%) did not feel that lots are available and reasonably priced--only 38.1 percent had the opposing view.

As in the previous question, a clear majority was not represented on the issue of home financing. Over 12 percent of the survey respondents did not respond to this or the previous question. The slight majority (51.4%) which was represented did not feel financing for home ownership was readily available while only 33.7 percent did feel that way. Not surprisingly, 81.2 percent of those responding felt that interest rates for home loans are too high.

In terms of housing needs, there was no majority on the question of single-family housing--35.6 percent did not feel more was needed, while 42.6 percent did feel that an additional need existed. A slight majority favored more multi-family housing in Fennimore (50.5% as opposed to 41.1%). while a larger number of respondents agreed that more condominium housing was necessary (68.2%). A slight majority (52.1%) did not think the city should pursue more housing for low- and moderate-income persons, while no clear majority responded to the question of more elderly housing (41.6% favored it and 47.2% did not). Finally, 71.2 percent of those responding did not favor the addition of more mobile home parks within the city.

CHAPTER 6

LAND USE CHARACTERISTICS

LAND USE CHARACTERISTICS

INTRODUCTION

The use to which land is put is perhaps the single most controversial issue confronting a community. Not only do general land use patterns affect all residents to some degree as well as shape the character of a community, but small scale land use disputes can lead to bitter local battles with consequences that are detrimental to either the surrounding land owners, the community as a whole, or both. In most instances, communities were originally platted with little regard to natural limitations on development. Today, with better knowledge of these limitations, we are faced with making more intelligent choices as to where future development should occur. Instead of working with a clean slate, however, we must contend with existing uses and how new development might affect or be affected by them. The purpose, then, of this section is to look at how the land in Fennimore and its surrounding area is currently being used and what constraints to development exist in these areas. This information will then figure prominently when the final development plan is arrived at. Future land use needs will also be discussed here since they will affect decisions regarding development at a later date.

PATTERNS OF DEVELOPMENT

Since 1930, Fennimore has exhibited a strong, steady rate of growth amounting to an increase of about 65 percent. Much of this growth can be attributed to farmers retiring to the city, the construction of several elderly housing complexes, the establishment of the Vocational-Technical School, and the development of the Ray-O-Vac plant. The city is expected to continue to grow as expansions from existing employers occur and the establishment of new businesses and industries takes place through community marketing efforts. As Table 1 shows, most new construction in the past ten years has been in single family residential; a similar trend is also expected in the future.

TABLE 1

BUILDING PERMITS ISSUED

FENNIMORE: 1974-OCTOBER 1985[1]

Year	Single Family	Multi-Family	Duplex	Commercial	Industrial	Total
Pre-1974	5	0	0	1	0	7
1974	7	0	0	1	0	8
1975	7	1	4	0	0	12
1976	6	1	1	2	2	12
1977	2	1	2	0	0	5
1978	11	1	0	1	1	14
1979	5	1	1	2	0	9
1980	3	0	0	4	0	7
1981	2	2	1	1	0	6
1982	2	3	0	1	0	6
1983	4	0	0	5	0	9
1984	4	0	0	0	1	5
1985	2	0	0	2	1	5
TOTAL	61	10	9	20	5	105

---

[1] City of Fennimore, Annual Building Permits Issued.

Residential

In order to accommodate the steady growth experienced by Fennimore since 1930, the city has had to annex additional land outside the previously platted boundaries. Those annexations necessary to accommodate additional residential growth have occurred mostly in the northern limits of the city. These annexations took placed during the mid-1970's and were responsible for expanding the city in a different direction than did the annexation of the industrial park and vocational school properties to the east several years earlier. Since the 1960's, over a dozen new subdivisions have been platted within the city limits, resulting in over 150 new residential building lots. Since building permits have been kept beginning in 1974, Fennimore has added 80 new residences to the community. Of these, over 76 percent have been single family dwellings.

Over the past twelve years, an average of 4.6 single family homes have been constructed per year. Multi-family and duplex units have continued to develop in a sporadic fashion. Since 1979, problems with the economy (such as high interest and mortgage rates) have worked to repress the housing market at the national scale. This also seems to have occurred in Fennimore to some degree. With interest rates now dropping, there may be a slight increase in new home construction in the city, at least in the short term.

Industrial

Industrial uses in the city are confined to the industrial park to the east of the community. The two primary industries occupying the park at the present time include the Cenex Fertilizer Plant and Ray-O-Vac Corporation. This parcel of land was annexed to the city in the late 1960's and, in addition to the two industries mentioned, contains several commercial establishments. The park contains 226 acres of land; 85 acres of that are not available for development, however, since they are already owned or occupied.

Commercial

Commercial activity in Fennimore is predominately concentrated in the downtown area within one block on either side of Lincoln Avenue. Most activity occurs north of Twelfth Street, although a few establishments such as Fennimore Cheese are located in the southern portion of the city. There are also several commercial establishments which occur sporadically throughout the community which include auto body and machine shops, as well as agricultural-related businesses. As mentioned before, a few commercial establishments are located to the east in the industrial park. Since Lincoln Avenue is also a state trunk highway (S.T.H. 61), the amount of commercial activity creates a traffic congestion problem. This is especially acute at the intersection of Twelfth Street and Lincoln Avenue--the juncture of S.T.H. 61 and S.T.H. 18. These concerns will be addressed more thoroughly in the transportation section.

DEVELOPMENT PROBLEMS

Every community brings with it a unique set of circumstances which affect its growth and development. Each must be addressed in a manner consistent with the overall goals and policies of the community. Some of the more prominent problems facing Fennimore include:

1. The moderate rate at which Fennimore is growing will necessitate the construction of additional dwelling units to house new residents. It is important that residential development be planned to prevent the overburdening of community facilities and services.

2. On the whole, Fennimore's housing stock appears to be in sound condition, based on U.S. Census of Housing data and impressions gained during the land use survey conducted in 1985. There are smaller areas in Fennimore where deteriorating housing conditions are apparent, particularly in older neighborhoods. Steps need to be taken to rehabilitate these structures and thus ensure a high-quality housing stock in the city.

3. Flood prone soils, high water table, and topography limit development in some areas within the city. Urban development should be discouraged from these areas exhibiting natural limitations.

4. The intersection of State Trunk Highways 18 and 61 in the downtown creates congestion and a traffic hazard to both vehicular and pedestrian traffic. Combined with the retail activity in the same vicinity (in the central business district--CBD), a great deal of confusion results. Traffic control and flow improvements in this area are necessary in order to alleviate congestion, yet take advantage of the access motorists have to the downtown retail center.

EXISTING LAND USE WITHIN FENNIMORE

Land use in Fennimore has slowly been evolving to its present form since the city was first settled. Since land use patterns are dynamic over time, this process of change will continue into the future. Many times in the past, development occurred not because it was the "best" area for it, but rather because it was most convenient at a particular location. As the community grew in size and assumed the role of providing public services to its residents as well as protecting their well-being, new considerations played a role in determining where development occurred. Today, not only must new development be compatible with the slope of the terrain and the limitations of the soil, but it must also be compatible with the surrounding uses as well as be visually appealing. Finally, certain uses have special criteria which must also be considered when choosing a site (access for industrial users, for example).

Commercial ventures originally sprang up along the railroad tracks and clustered in that area on either side of Lincoln Avenue. As time went by, the business district has continued to expand to the north and south along this main street. Residential development, once clustered around the CBD in dense, small lots, has also expanded to other parts of the city, resulting in numerous platted subdivisions and a corresponding increase in lot sizes. In addition, residential growth occurring outside the city limits to the north, has recently been annexed into the city. Another significant annexation has been the addition of the industrial park complex to the east, reserved principally as sites for industrial and appropriate commercial uses. Even with this growth, the city still contains many vacant or undeveloped parcels of land.

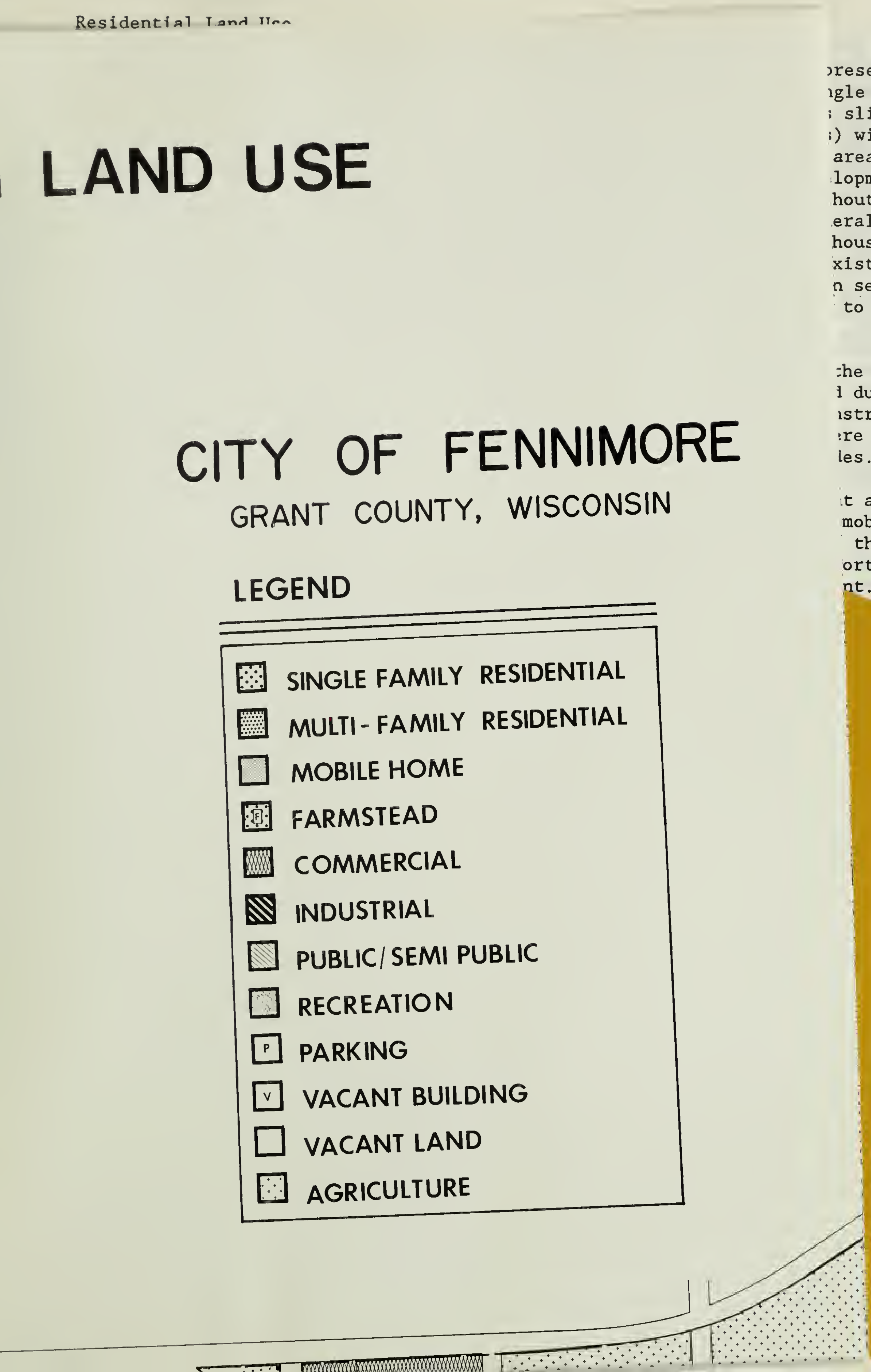
Table 2 details the existing land use in Fennimore. The data was gathered in the spring of 1985 through a detailed lot-by-lot field survey of all land. Aerial photos, topographic maps, and earlier survey data compiled by the Southwestern Wisconsin Regional Planning Commission in 1973 was used to cross check the results. Plate 16 displays the spatial relationships of various land uses within the city.

TABLE 2

EXISTING LAND USE: FENNIMORE, 1985

Land Use Classification	Area in Acres				% Distribution Total Area			% Distribution Developed Land Area		
Developed Area	498.79				*55.36*			*100.00*		
Residential		204.63				*22.71*			*41.03*	
Single Family			180.69				*20.05*			*36.23*
Multi-Family			11.80				*1.31*			*2.37*
Mobile Home			8.70				*0.97*			*1.74*
Farmstead			3.44				*0.38*			*0.69*
Commercial		29.78				*3.31*			*5.97*	
Ag-Related			5.83				*0.65*			*1.17*
Industrial (Developed)		25.15				*2.79*			*5.04*	
Industrial Park*			226.00							
Amount developed or purchased				85.00						
Amount remaining for development				70.00						
Amount Non-developable				71.00						
Public/Semi-Public		89.65				*9.95*			*17.97*	
Recreation		15.77				*1.75*			*3.16*	
Communication & Utilities		0.76				*.08*			*0.15*	
Streets		132.58				*14.72*			*26.58*	
Parking		0.47				*.05*			*0.10*	
Undeveloped Area	402.14				*44.64*					
Vacant		48.46				*5.38*				
Agricultural		353.68				*39.26*				
Totals	900.93				*100.00*					

* Not included in totals.



presents over
ngle largest
slightly
) within the
area.
lopment
hout having
erally
housing
xist with
n several
to meet

the city.
l during the
nstructed.
ere built.
les.

it and
mobile
the
orth end.
nt. In
the
ned

s

the

k
s.
t 30

ons
in

es

fied
coln

a

EXISTING LAND USE

CITY OF FENNIMORE

GRANT COUNTY, WISCONSIN

Residential Land Use

Residential land within the city comprises some 205 acres and represents over 40 percent of the developed land in Fennimore. This is by far the single largest category of developed land shown on Table 2. As can be seen, there is slightly more developed land (498.79 acres) than undeveloped land (402.14 acres) within the city. Undeveloped land represents about 45 percent of the total land area. Though some of this land is best left in its present state due to development constraints, other areas show promise for future development needs without having to annex. Most housing in Fennimore is of sound quality, although generally comprised of older homes. As mentioned, a few areas of deteriorating housing exist in some portions of the city. A wide variety of housing types exist with some dwellings converted to multi-family housing. There have also been several multi-family and elderly housing projects constructed in the community to meet
lized housing demands.

sixty-one new single family units have been added to the city.
been higher, but a housing moratorium was imposed during the
uate sewage treatment facility could be constructed.
1978 when eleven single family homes were built.
the city's west and northeast sides.

residential development and
rea. Currently, mobile
t side near the
ty's north end.
ent. In
the
ned

s

the

k
s.
t 30

ons
in

es

fied
coln

a

EXISTI

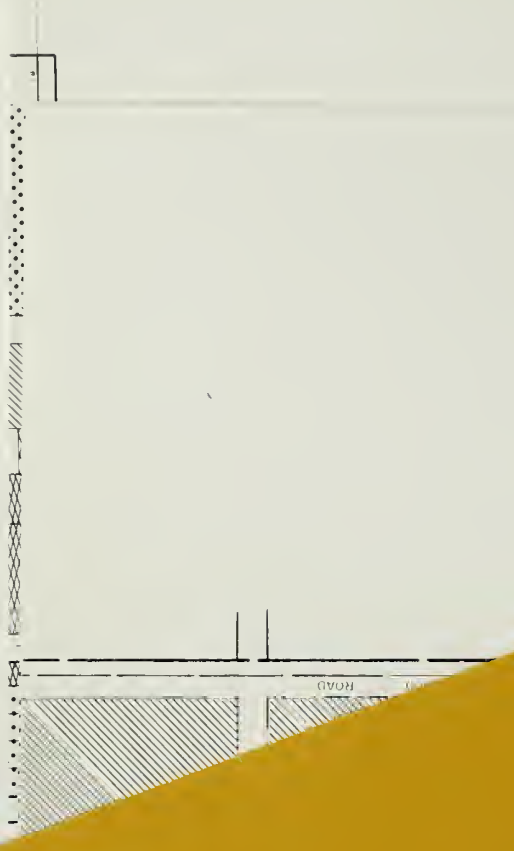


TABLE 2

FENNIMORE, 1985

Residential Land Use

Residential land within the city comprises some 205 acres and represents over 40 percent of the developed land in Fennimore. This is by far the single largest category of developed land shown on Table 2. As can be seen, there is slightly more developed land (498.79 acres) than undeveloped land (402.14 acres) within the city. Undeveloped land represents about 45 percent of the total land area. Though some of this land is best left in its present state due to development constraints, other areas show promise for future development needs without having to annex. Most housing in Fennimore is of sound quality, although generally comprised of older homes. As mentioned, a few areas of deteriorating housing exist in some portions of the city. A wide variety of housing types exist with some dwellings converted to multi-family housing. There have also been several multi-family and elderly housing projects constructed in the community to meet specialized housing demands.

Since 1974, sixty-one new single family units have been added to the city. This total could have been higher, but a housing moratorium was imposed during the mid 1970's until a new, adequate sewage treatment facility could be constructed. Construction activity peaked in 1978 when eleven single family homes were built. Most new construction has occurred on the city's west and northeast sides.

Mobile homes make up about 2 percent of all residential development and represent less than 1 percent of the total developed area. Currently, mobile homes are concentrated in two areas of the city--the far east side near the Vocational Technical School, and north of Fourth Street on the city's north end. About 22 of the 90 lots platted in these two areas remain for development. In addition, a few mobile homes are located in scattered locations throughout the community. The city encourages additional mobile home development to be confined to planned mobile home parks.

Commercial Land Use

Commercial development is located primarily along Lincoln Avenue between Fourth and Twelfth Streets. As Plate 16 depicts, there are several other areas of the city outside of this narrowly defined description which also contain commercial activity such as Fennimore Cheese to the south, World of Variety to the north, several agricultural-related businesses along the former railroad right-of-way, and in the industrial park. However, the CBD is within one block east and west of Lincoln Avenue approximately between Twelfth and Sixth Streets. Commercial uses comprise about 6 percent of the total developed area, or almost 30 acres.

The CBD serves the primary retail sales, service, and governmental functions of the community. Retail services are mixed with retail sales establishments in the downtown area and include personal services, business services, automobile services, professional services, and banks and financial services. Retail sales provide goods such as groceries, hardware, clothing, appliances, etc., and specialty items.

Presently, the central business district does not present a cohesive, unified image to shoppers or travelers passing through Fennimore. With S.T.H. 61 (Lincoln Avenue) passing right through the middle of the community, accessibility for shopping is excellent. This can also prove detrimental since such traffic is usually on its way to other destinations and is unlikely to stop for casual shopping opportunities. The challenge to Fennimore, then, is to make the city a destination for area travelers and to provide the incentive to stop and hold potential shoppers.

A first step would be to encourage downtown merchants to make improvements to building facades (with proper architectural guidance) and to attract new commercial retailers into now-vacant stores. Additional steps to visually section off the highway to make it appear less of a through route leading out of town and more of a cozy street leading to interesting shopping opportunities could also be explored. This would include street-scape improvements, street furniture, alternative lighting, plantings, etc. Of course, these improvements could only be carried out within the allowable limits imposed by the Department of Transportation for state highways. Attempts to encourage commercial development outside of the downtown in malls or clusters should be discouraged except in those instances where such commercial ventures are more appropriate elsewhere.

Industrial Land Use

About 5 percent or 25 acres of land is developed for industrial purposes in Fennimore. All industrial land is located east of the main city limits in the industrial park. As Table 2 illustrates, of the 226 acres available for industrial use, about 70 usable acres remain for development. Other lands are either being used by Cenex or Ray-O-Vac or are already purchased. About 71 acres are non-developable. Most of the developable acreage is relatively flat with good accessibility.

Institutional Land Use

Approximately 90 acres or 18 percent of the developed area is devoted to public/semi-public uses. These include churches, schools, city buildings, cemetaries, museums, and other similar uses. These are scattered throughout the city and remain separate from parks and recreation areas. A detailed analysis of the needs of the uses in this category will be covered in the section on public facilities.

Parks and Recreation Land Use

Recreation areas comprise about 16 acres or 3 percent of the developed land area in Fennimore. This category of uses includes neighborhood and city-scale parks and play areas. Not included are school playgrounds and recreation areas (included as part of the school grounds). These are, however, important to the recreational pursuits of city residents and greatly contribute to the function served by city park areas.

The largest of the community's parks is Marsden Park on the city's east side. In the southwest side of the city, the Foxmore Greenway is a dedicated conservancy area designed to provide recreational open space while keeping development out of a drainageway. A more detailed discussion of city parks, including school recreation areas, is contained in the public facilities analysis.

Transportation Land Uses

Including parking, transportation uses amount to about 133 acres and constitute almost 27 percent of the developed area. This is the second largest category of land uses after residential. Streets, alleys, and highways are the major uses in this category. The relatively large percentage of land devoted to this use is typical of communities using a "gridiron" pattern of street development as opposed to a curvilinear layout. The gridiron results in higher percentages of land being used for street purposes than other, more modern methods of subdivision layout and transportation planning. A more detailed discussion of the transportation system is contained in the separate section devoted to that topic.

Undeveloped Land Area

Slightly less than half of the land in Fennimore falls within this category. About 402 acres of land in the city (45%) is vacant or used for agricultural purposes. Most of the undeveloped land is currently not platted except for some proposed street systems. The largest areas occur in the southeast and southwestern portions of the city, with an additional smaller area in the northwest. It appears that even though all of this undeveloped land may not be suitable for development (due to flooding, slope, or other soil limitations), enough exists to possibly accommodate future growth needs of the city. This should greatly reduce the necessity of having to annex substantial areas of land outside of the city boundaries. This may also save the city major costs of extending utility lines to serve newly acquired areas. Development limitations will be discussed more fully later.

FUTURE LAND NEEDS

In order to adequately plan for future growth, a community must be aware of what its future needs in terms of additional land will be. The most important of these future needs is adequate residential land since, as has been shown, this comprises the largest percentage of all uses. The projection of land use need is based upon historical population and community growth, population forecasts, anticipated economic and land use trends, and a set of assumptions.

Forecasting is an inexact process at its best. The foundation for any forecast is the assumptions made which form the base for all calculations to follow. Since a number of outside factors affect the rate of growth and development of a community, assumptions and the resulting forecasts can only be used as a flexible tool with which to chart future courses of action. Since any plan, by its nature, is also flexible and should be updated as conditions change, the plan and its forecasts compliment one another. The better the grasp one has of a given situation, the more all of the variables can be accounted for, resulting in better forecasts and less frequent updating of the plan. What this actually means is that even though forecasts may not keep pace with actual changes, the time frame of the plan can be either compressed or expanded to compensate without affecting the plan's validity.

Given the above limitations to forecasting, two methods will be employed to arrive at future land needs. These methods will be applied to residential uses only since this comprises the largest of all issues. Estimates for other uses based on trends and anticipated demand will be used. Again, since forecasting is inexact, a range of anticipated residential land needs will be presented. In this manner, the city will be aware of a minimum and maximum amount of land required for future residential development and can plan accordingly.

Residential Land Use Need

Two methods will be employed to determine the approximate amount of additional land needed for residential expansion. As explained, since projections are inexact, a range of land needed will be given based upon expected population levels, historical demand, and housing density. The results are given through the year 2010.

Method I.

In this method, the population in Fennimore in households is compared with occupied year-round housing units. This yields a total number of persons per household and excludes those which are housed in institutions. According to 1980 census figures, there were 2,111 persons in households and 831 occupied year-round housing units in Fennimore. This means that of the total population, 101, or about 4.6 percent were institutionalized and, therefore, not counted as part of a household. The result is an average household size of 2.54 persons per household. This is slightly lower than the 2.68 average household size in 1970. Lower birth rates (a trend which is expected to continue) and a high percentage of elderly persons account for most of this decline.

The population projection discussed in an earlier chapter anticipates that Fennimore will reach a total population of 3,797 in 2010. Assuming that the average household size remains the same and that about 4.6 percent of the total population resides in institutional care facilities, Fennimore could expect an increase of about 595 new households in the next 25 years (3,797 - 4.6% ÷ 2.54 = 1,426; 1,426 - 831 = 595). Actual housing units may be greater than this since some may be built to replace older substandard or abandoned housing, but the total additional acreage needed should not necessarily be affected by this. Table 3 gives the projected land use needs for residential purposes at three different household sizes, using 2.54 as the midpoint and anticipating moderate changes in household size above and below this. The percentage of institutionalized persons is assumed to remain the same.

Also shown on Table 3 is the additional acreage needed for residential purposes using the three different household sizes. These were arrived at by determining the minimum lot size allowable for single family housing as required by the city's zoning ordinance. This 9,600 square foot minimum would allow about 4.5 units per acre to be constructed. Assuming that future housing is constructed to conform to this guideline, at least 132.2 additional acres are needed for residential use. Since lot sizes vary, different densities are shown, resulting in a range of additional land use needs of up to 24.8 acres. It is anticipated that no fewer than three units would be constructed per acre.

Method II.

This method uses totally different assumptions from the previous one and involves a simple, straight line projection. The assumption here is that the historical average number of all new single family housing built per year will remain constant through 2010. Using this average, a straight line projection can be made. In Fennimore, the total number of single family housing units constructed from 1974 through October 1985 was 55. This averages out to 4.6 units per year being constructed during the 11-year period. Using a straight line projection, then, between 1985 and 2010, approximately 115 units would be built. The second assumption employed in this methodology is that land will be needed for all new units projected. Whereas Method I assumed that some new housing would replace existing housing and thus not cause a net gain in additional land needed, this method assumes that all projected housing will require additional land. The results of the projection are also shown on Table 3 with varying unit densities.

TABLE 3

RESIDENTIAL LAND USE NEED: 2010*

Method I:

Household Size	Additional Households	Acreage Needed by Unit (Density/Acre) 3	4	4.5	5	6
2.70	511	170.3	127.8	113.6	102.2	85.2
2.54	595	198.3	148.8	132.2	119.0	99.2
2.30	744	248.0	186.0	165.3	148.8	124.0

Method II:

Average No. of Units/Yr	Additional Housing Units	Acreage Needed by Unit (Density/Acre) 3	4	4.5	5	6
4.6	115	38.3	28.8	25.6	23.0	19.2

*Acreages given do not include streets or easements.

Conclusions

Depending upon the methodology adopted, Fennimore could expect to reserve anywhere between about 100 to 250 acres (using Method I), or 20 to 40 acres (using Method II) of additional land for residential purposes. In Fennimore's case, given the projected rate of growth, it appears more appropriate to use Method I in anticipating additional acreage needed. Taking an average of the acreage given in Method I, it would not unreasonable to assume that the city should consider designating at least 145 additional acres for future single family residential development. It should be remembered that in the above formulas, only single family home construction was considered since it will represent about 88 percent of total residential demand. It is assumed that multi-family, assisted, and other forms of housing will continue to occupy their present share of residential use or increase slightly. Since multi-family housing is more dense than single family, should it increase its share of residential development, Fennimore could expect a further decrease in the amount of land needed. Multi-family housing is not expected to exceed 6 percent of all residential land, while mobile homes should not grow to more than 4.5 percent.

Regardless of the type of housing selected for construction, differences in lot sizes, and the number of persons per household, it appears that sufficient amounts of undeveloped vacant land exist within the present corporate limits to accommodate future residential growth. It should not be necessary to annex large tracts of land for residential activity as is often the case in other communities although special circumstances may dictate some annexations. The challenge to the city will be to stage and encourage growth within presently platted land or land adjacent to existing development so as to minimize sprawling low-density residential development patterns. This type of development wastes a precious natural resource--land. It could also involve the costly extension and maintenance of sewer and water lines.

Commercial Land Use Need

Growth in the commercial sector of Fennimore will continue to occur in the future, but it is assumed that it will continue to comprise about 6 percent of the total development. It is likely that the intensity of commercial activity downtown will increase as tenants for now-vacant stores are found and improvements to the downtown appearance are made. Emphasis should be placed on preserving and strengthening the CBD rather than allowing its base to erode by allowing development to occur outside of its core. Efforts should be made to accommodate new development within downtown areas to the greatest extent possible. If development is allowed outside of the CBD, it should be well planned and encouraged to cluster rather than be allowed to occur randomly throughout the city. Additional land or sites should be identified for future commercial growth areas. If Fennimore's growth rate of about 22 percent every 15 years continues into the future, we can make some prediction as to future commercial land needs: 22 percent every 15 years for 25 years = 183 acres + 498.79 acres = 681.79 acres x 6% = 40.91 acres - 29.78 acres = 11.13 additional acres. Although this crude estimate indicates that about 11 acres should be reserved for commercial growth, many things can affect this growth rate such as a larger population growth than expected, additional industrial development, and others. This figure, however, should be the minimum needed to accommodate a moderate rate of growth based upon historical data.

Industrial Land Use Need

At the present time, it is felt that no additional land needs to be designated for future industrial growth. The 70 acres of developable land in the city's industrial park appears adequate. The city should, however, consider its solid waste disposal needs. The present disposal site, located in the industrial park, is under a closure agreement with the Department of Natural Resources to cease operation by 1999. The city should investigate disposal alternatives with other Grant County communities, considering the recommendations made in the Grant County Solid Waste Management Plan.

Institutional Land Use Need

There appears to be little need for additional institutional land. The proposal to expand the present community library should allow such an addition to take place adjacent to the existing structure. Other public facility needs are discussed in detail in the section pertaining to that topic.

Transportation Land Use Need

As the community continues to expand, additional streets and highways will be needed to serve new areas of construction activity. At this point, it is impossible to know where these will be ultimately located, what shape and pattern they will assume, and exactly how much land will be devoted to this use. If streets and highways continue to comprise about 27 percent of the developed area, then given the assumptions and formula discussed in conjunction with commercial land needs, about 52 additional acres will be devoted to transportation. Additional off street parking lots may also be developed in response to the needs of the business community.

Undeveloped Area

The classes of land use described above will collectively contribute toward the diminution of undeveloped land ares in Fennimore. Whenever possible, new development should be contiguous to existing development. Development must be kept as compact as possible. Undeveloped areas within the city limits should be developed before new subdivisions are platted. Although an ample supply of undeveloped land exists within the corporate limits, not all vacant land is suitable for community growth. Portions of this land are unsuitable for development due to flood-prone conditions, drainage, soil conditions, utility problems, and existing land uses.

EXISTING LAND USE IN THE PLANNING AREA

The planning area around Fennimore extends one and one-half miles from the city's corporate limits in all directions. Portions of both Fennimore and Mt. Ida Townships are included within the area. As Table 4 shows, there are about 11,477 acres contained in the planning area. Of the total, developed land represents only about 4.53 percent of the total. Woodlands and vacant and agricultural lands occupy the largest percentages of the total area, representing 7.50 percent and 87.97 percent respectively. Plate 17 shows the planning area and the locations of various uses. An analysis of these various uses follows.

Residential Land Use

Once again, residential uses comprise the largest category of developed land in the planning area, containing 241 acres and representing about 46 percent of the total. Farmsteads dominate the type of residences, occupying over 197 acres and representing 82 percent of all residential uses. Single family housing comprises 15 percent of the residential use. Housing development is scattered throughout the area, with only one location showing any type of clustered development. This occurs north of the city limits just east of the Cottonwood Supper Club.

Grant County has adopted an exclusive agricultural zoning ordinance, although not all the townships have. Of the two townships in the planning area, only Mt. Ida has adopted this restriction. In those townships which have adopted the exclusive zoning, further residential growth is restricted to parcels 40 acres or more, unless the owner is successful in obtaining a rezoning of the parcel in question through the Grant County Board of Appeals. Enforcement of exclusive agricultural zoning will help to limit the extent of future residential growth in the planning area, and minimize problems associated with the provision of facilities and services.

Commercial/Industrial Land Use

Taken collectively, commercial and industrial uses in the planning area amount to about 9 percent of the total developed land, or about 46 acres. These include such establishments as restaurants, bars, motels, liquor stores, auto dealerships, agriculture-related retail establishments, and other related operations. Most commercial uses are located along S.T.H. 61, with a few others occurring along S.T.H. 18 near the industrial park. There are very few industrial land uses in the planning area. Those that are there are generally mining related, including quarry operations. Additional industrial uses in the area should be encouraged to locate within the city's industrial park or other designated lands appropriate for such use.

Public/Semi-Public Land Use

Public/semi-public uses occur in essentially two locations in the planning area. The first of these is the cemetery located along S.T.H. 18 west of the city. This cemetery serves both Fennimore and the surrounding area. The second parcel of public/semi-public use is located along S.T.H. 61 south of the city. This is the site of the city's sewage treatment plant which has been in operation since the late 1970's. Public/semi-public uses account for about 5 percent of the total developed area (24 acres).

TABLE 4

EXISTING LAND USE: FENNIMORE PLANNING AREA, 1985*

Land Use Classification	Area in Acres			Percentage Distribution Total Area			Percentage Distribution Developed Land Area	
DEVELOPED AREA	519.6			4.53				
RESIDENTIAL		241.2			2.10		46.42	
Single Family			36.2			.32		6.97
Farmsteads/Bldgs.			197.5			1.72		38.01
Mobile Home			6.1			.05		1.17
Vacant			1.4			.01		.27
COMMERCIAL		29.1			.25		5.60	
INDUSTRIAL		17.0			.15		3.27	
PUBLIC/SEMI-PUBLIC		24.3			.21		4.68	
PARK & RECREATION		2.0			.02		.38	
TRANSPORTATION/ COMMUNICATION		206.0			1.80		39.65	
UNDEVELOPED AREA	10,957.6			95.47				
VACANT AND AG.		10,096.8			87.97			
WOODLANDS		860.8			7.50			
TOTALS	11,477.2			100.00			100.00	

*Excluding land within Fennimore's corporate limits.

FENNIMORE PLANNING AREA

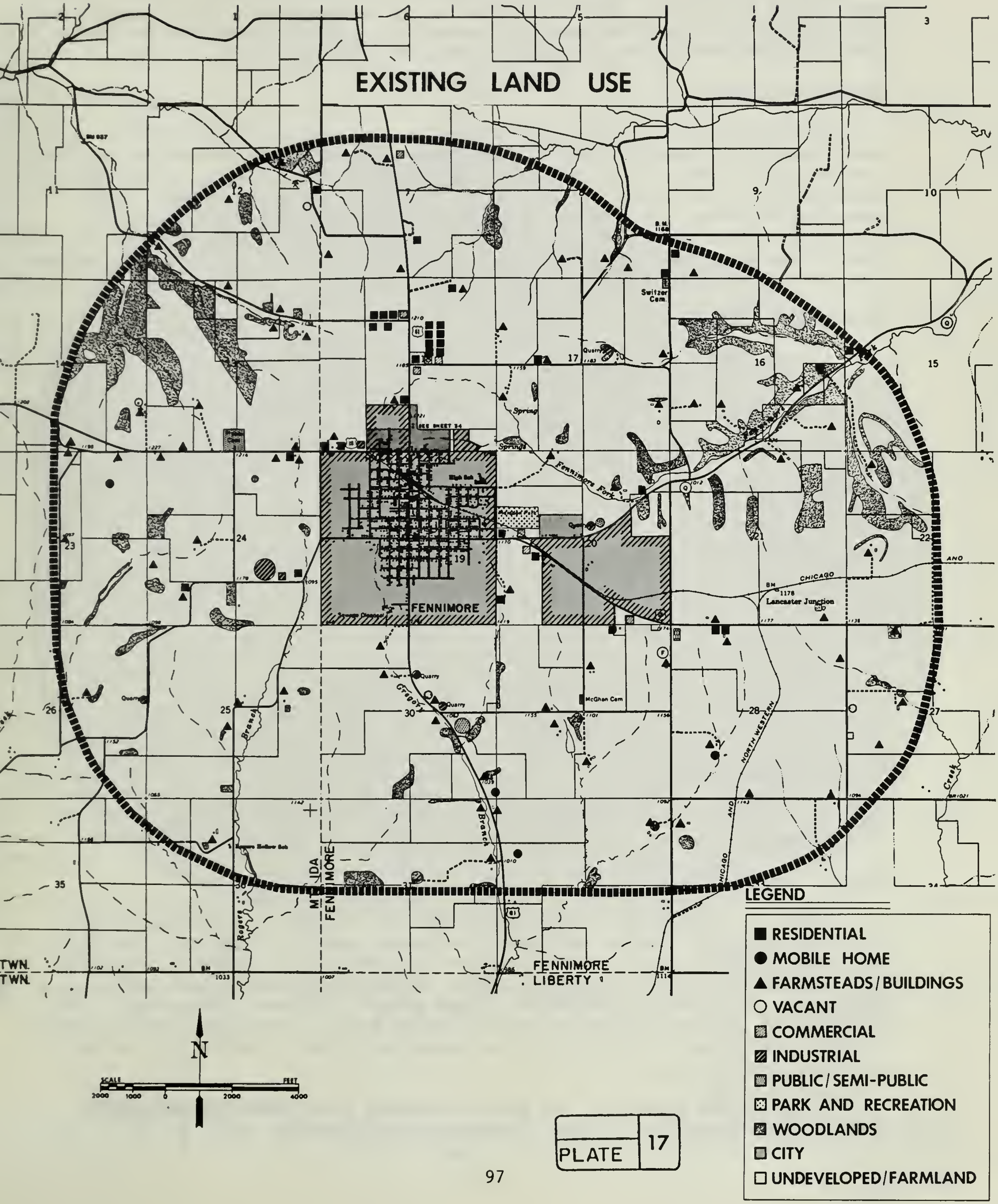


PLATE 17

Park and Recreation Land Use

Little recreational development exists in the planning area. Most recreational activity would occur along the streams and rivers and would include fishing and related activities. Fennimore serves as the center for developed recreational pursuits for the area. Two acres of recreational land are identified and occupy a parcel of land east of the city limits near the industrial park.

Undeveloped Areas

The vast majority of the area surrounding Fennimore is classified as undeveloped. This comprises about 10,957.6 acres or almost 96 percent of the total planning area. Most of the undeveloped land (10,096 acres) is devoted to agricultural uses such as pasture or crop land along with some vacant parcels. The remaining 861 acres are comprised of woodlands. The woodlands are scattered throughout the area and are found primarily along river and creek courses and on steep hillsides. Other woodlands serve as woodlots behind farmsteads and are kept for their commercial, practical, and aesthetic values.

DEVELOPMENT LIMITATIONS

As alluded to earlier, development can only take place in those areas most suited to it. These vary based upon existing surrounding uses, special requirements of the proposed development, and physical constraints. This final discussion will focus on those physical constraints imposed by relief, soils, and flooding within Fennimore and its planning area. In addition, prime farmlands as well as those of state and local importance are introduced in an effort to guide potential development away from these important resources. Analyzing soils is important in determining those areas where such factors as steepness, high water table, and the inability to support building foundations or septic fields are most severe. This avoids having to implement costly engineering solutions and protects those lands where development would prove detrimental to it. A thorough analysis identifies the lands most suitable for development while protecting those which are the most sensitive. The information regarding soil limitations in this section was derived from the Grant County Soil Survey.

Topography

Plate 18 depicts the topography of the land surrounding Fennimore in 50-foot intervals. As can be seen on the map, several valleys intrude into the planning area, mostly in the south with one major valley occurring in the northeast. A ridge occurs northwest of the city and represents the area of highest elevation at over 1,250 feet. Within the city, most of the land is relatively flat, with the exception of the area to the northwest. Elevations in the city range from 1,100 feet in portions of the industrial park, to over 1,200 feet in the northwest.

Slope

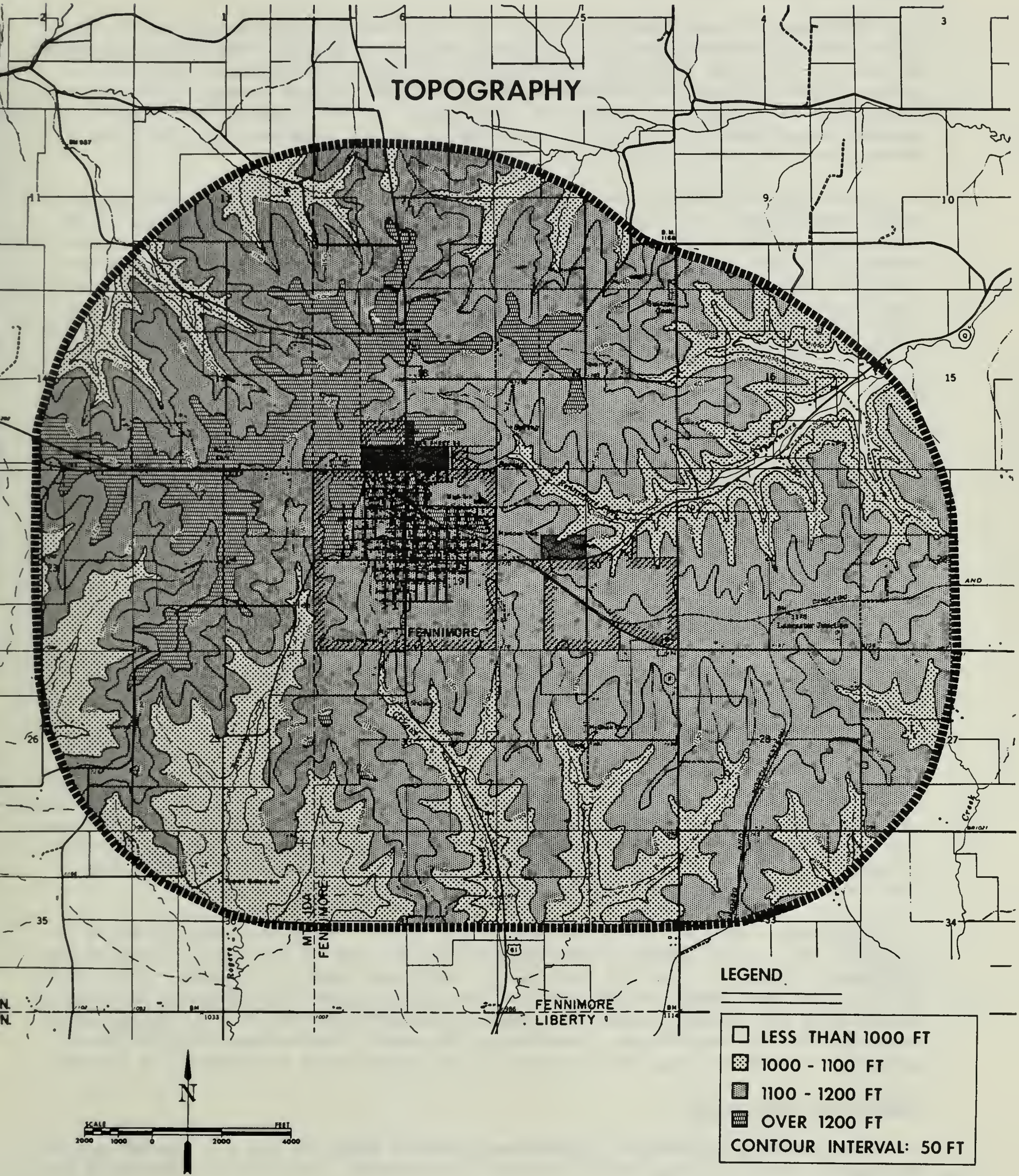
Slope is an important limitation to consider since it is a measure of how steep the land is. Whereas topographic maps show general elevations, slope maps use these elevations over a given distance to determine the degree of steepness. The slope of land is defined as the change in elevation (vertical distance) divided by the horizontal distance.[2] Slope affects land use in many ways. The steepness of the land determines how well water drains. Areas of greater steepness usually have thinner soils which do not absorb water well, thereby increasing the

---

[2] State of New Hampshire, and Hanslin Planning Associates, The Land Book (Concord, New Hampshire: Office of Comprehensive Planning, 1976), p. 33.

FENNIMORE PLANNING AREA

TOPOGRAPHY



LEGEND

☐ LESS THAN 1000 FT

▨ 1000 - 1100 FT

▨ 1100 - 1200 FT

▨ OVER 1200 FT

CONTOUR INTERVAL: 50 FT

PLATE 18

potential for erosion. Vegetative cover is also determined in part by slope. Finally, areas of steep slope require more expensive cut and fill operations when developed as well as additional protective measures to discourage erosion, thus increasing development costs.

Problems for development are usually associated with areas with little or no slope (due to potential drainage problems) and areas with extreme slopes (because of erosion and other factors). On Plate 19, slopes of 0-2 percent and over 20 percent should be avoided for development purposes. Slopes between 2 percent and 15 percent are those best suited for development, while slopes in the 15-20 percent range should be carefully evaluated for other problems before allowing development to occur.

According to the map, most areas in Fennimore are suitable for development based upon slope. Two areas which are unsuitable include the drainageway in the south part of the city, as well as a ravine near the high school. Another area of steep slope occurs in the northern portion of the industrial park. Most of the planning area also would be suitable for development, with the most severe limitation occurring in or adjacent to the river bottoms. It must be remembered that slope is only one factor in determining the best areas for development and should be considered in conjunction with other soil limitations.

Septic Tank Limitations

Information regarding septic tank limitations shown on Plate 20 is based mainly on soil samples. The engineering interpretations in the soil survey indicate the degree to which sub-grade materials are influenced by surface drainage, depth of frost penetration, and other factors.

The limitations apply to domestic sewage disposal systems, mainly filter fields and seepage beds. How well a sewage disposal system functions depends largely on the rate at which effluent from the tank moves into and through the soil. If permeability is moderately slow, sewage effluent is likely to flow along the surface of the soil. If permeability is moderately rapid or rapid, effluent is likely to flow into the aquifer. Other characteristics include: ground water level, depth to a restricting layer, kind of underlying material, probability of stream overflow, soil slope, and stability of soil material when wet.

Almost the entire planning area shows severe limitations for septic tanks. Like any general soil limitation map, detailed testing at specific locations may reveal pockets with less restrictions than indicated. Areas of slight and moderate restrictions are generally located along S.T.H. 18 east of the city and along the railroad right-of-way in the southeastern portion of the planning area. Another concentration of slight restrictions occurs north of the city. Several other pockets occur as indicated.

Although a severe rating indicates areas where limitations are difficult to overcome, the use of proper engineering design may aid in surmounting some of the problems. The major limiting factors are slope and depth to bedrock. In much of the planning area where severe restrictions apply, depth to bedrock is 0-4 feet. This limits the effluent filtering process and increases the risk of ground water contamination in the bedrock. Overlaying the septic limitations with the slope and depth to bedrock maps will indicate those areas where development is possible.

Foundation Limitations

The building foundation limitations shown on Plate 21 are for foundations on structures no higher than three stories. In addition, only those residential and

FENNIMORE PLANNING AREA

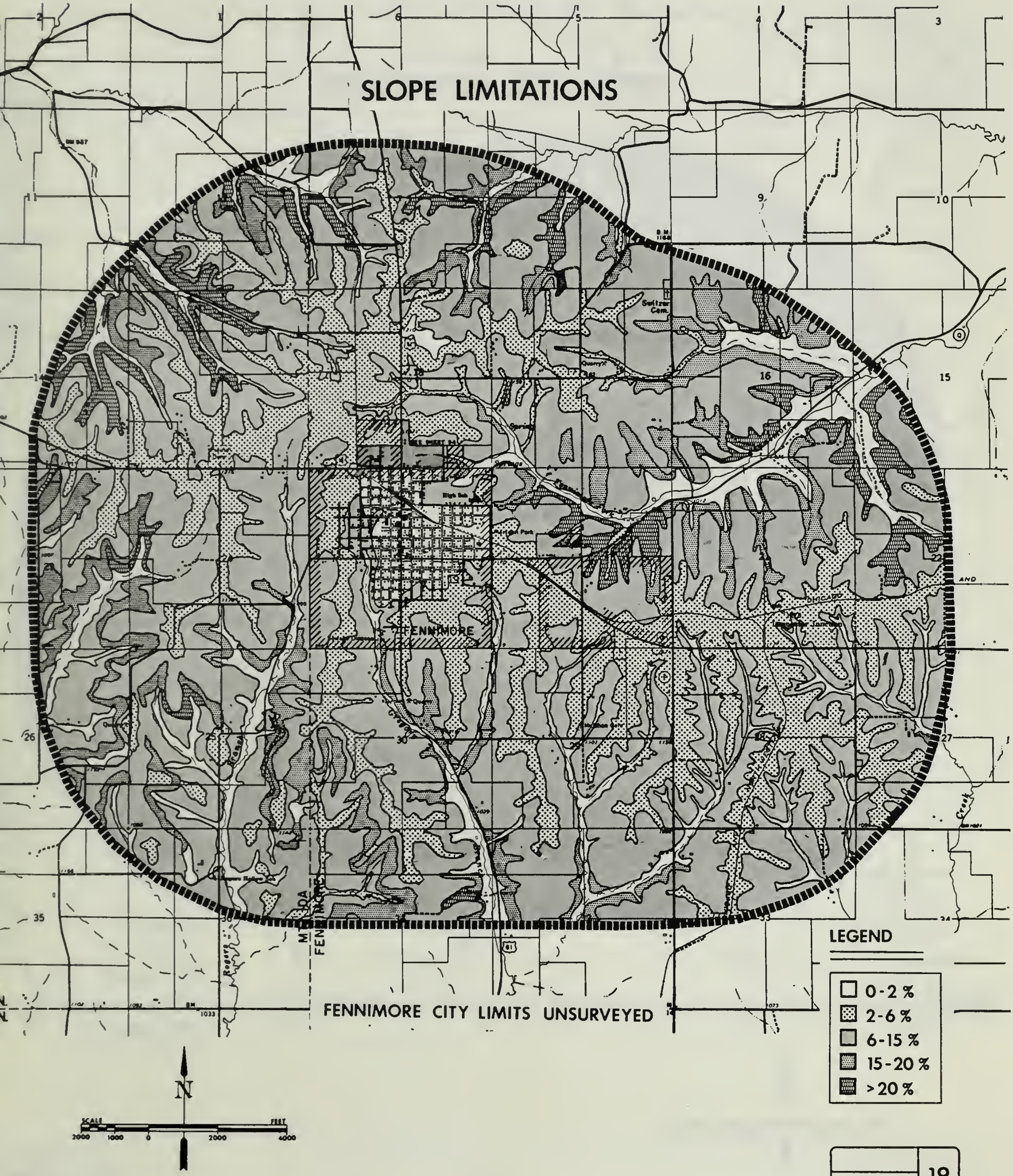


PLATE 19

FENNIMORE PLANNING AREA

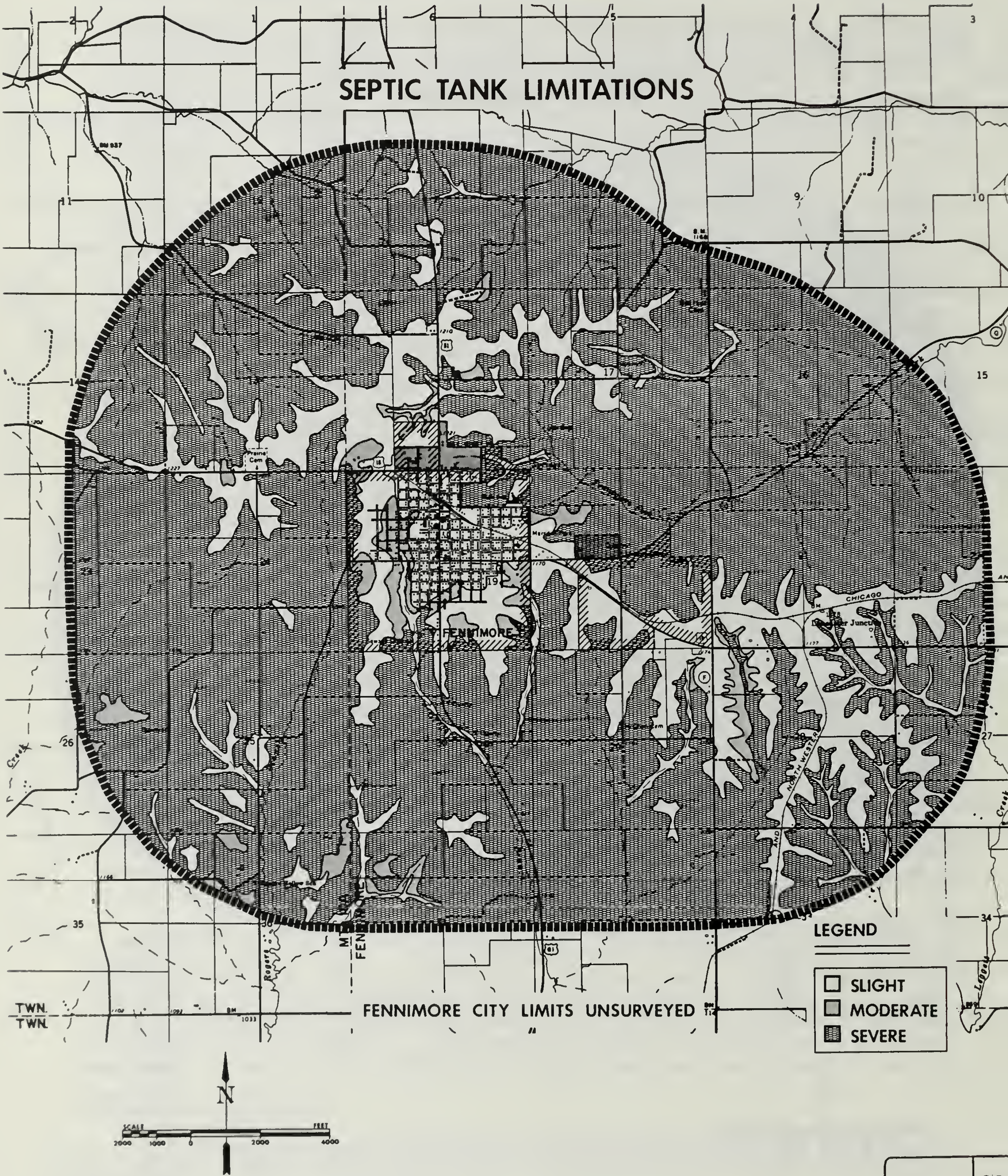


PLATE 20

FENNIMORE PLANNING AREA

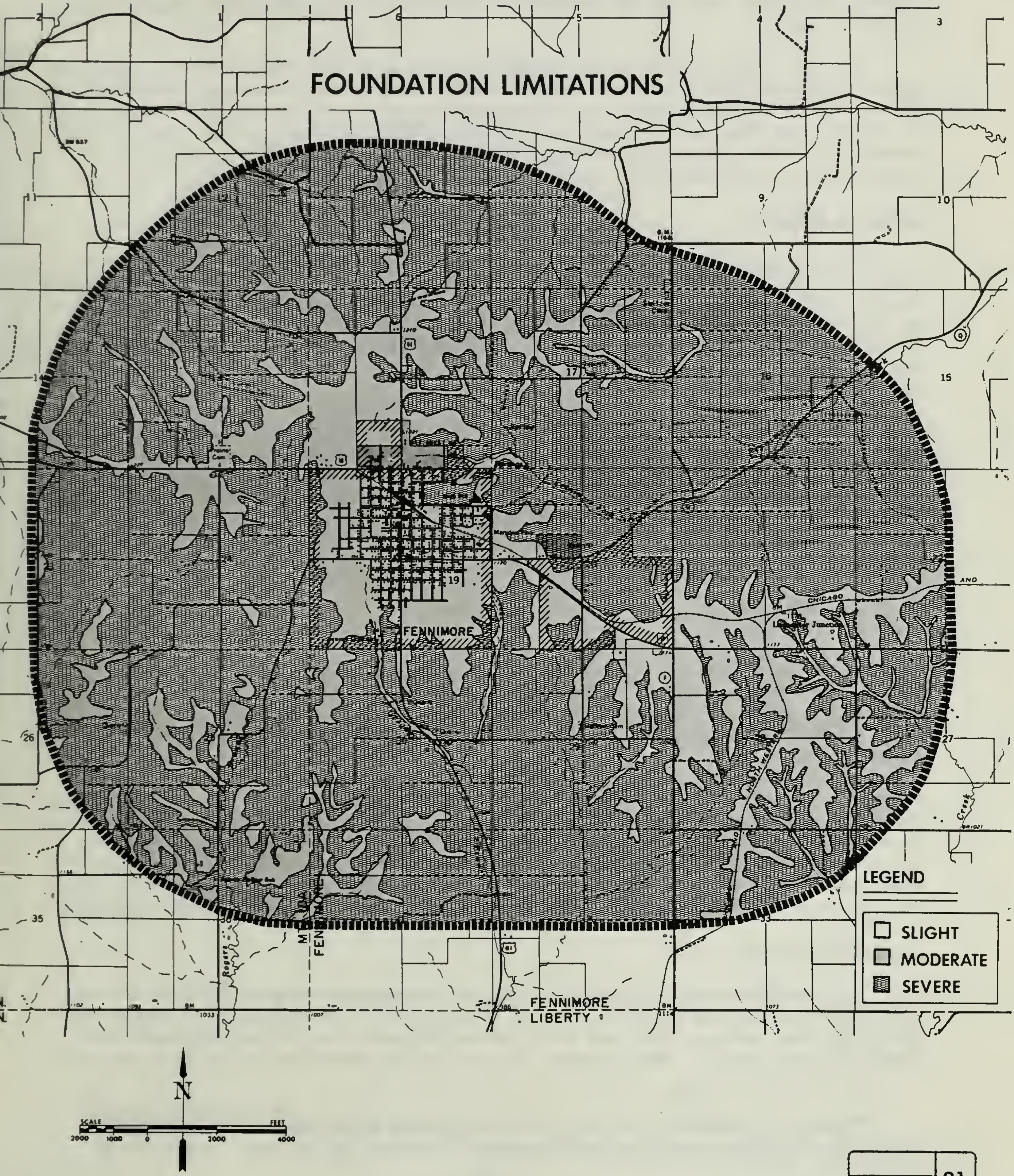


PLATE 21

commercial buildings with basements are included. The limitations of the undisturbed soil as a base for low buildings depend mainly on the bearing capacity and shrink-swell potential of the soil. Shear strength is also a factor. Slope and erosion are local factors and are not considered in determining the ratings. The limitations apply only to the substratum and are greatly influenced by the depth to ground water.

The map indicates almost an identical area of severe limitations to foundations as was indicated on the previous septic tank limitations map. The moderate areas compare favorably with the slight and moderate limitations for septic tanks. In addition to the factors mentioned above which contribute to limiting building foundation sites, depth to bedrock may also play a role in restricting the extension of water and sewer lines.

Depth to Bedrock

The depth to bedrock is an important factor which influences other limitations such as those pertaining to septic tanks and building foundations. Bedrock that is too close to the surface not only hampers the absorption of surface water by the soil, it increases the likelihood of erosion and poses an obstacle to construction. This latter point is especially important when considering extending water and sewer lines; the amount of bedrock encountered may make such projects cost prohibitive.

The depth to bedrock for Fennimore and the planning area is shown in Plate 22. Much of the city and planning area fall in a range of bedrock depth of 4-10 feet. Although not considered severe, development in this area should be carefully conducted in order to maintain an adequate depth to bedrock. Those areas with severe restrictions of 0-4 feet correspond to areas of severe restrictions on previously discussed maps. Comparing this information with previously discussed limitations will help pinpoint those areas most suited for development.

Depth to Water Table

Plate 23 shows areas of high water table as determined by soils information. Since flood plain maps were not available for Grant County from the Federal Emergency Management Agency, an accurate picture of the 100-year flood plain is not possible. Areas shown as high water table, however, should be assumed to flood periodically (since they are in creek valleys) and pose problems for building construction. Within the city limits, an area which causes basement floodings has also been identified and should not be used for further development. Because of the potential for flooding and the problems associated with wet soils, these areas should be precluded from development. Experience has shown that measures taken to flood proof areas in order to allow development to occur have only contributed to worsening the damage caused by high water downstream. In addition, the areas shown on the map act to recharge underground aquifers and to hold waters in times of flooding, thus reducing the damage caused by flooding in downstream locations.

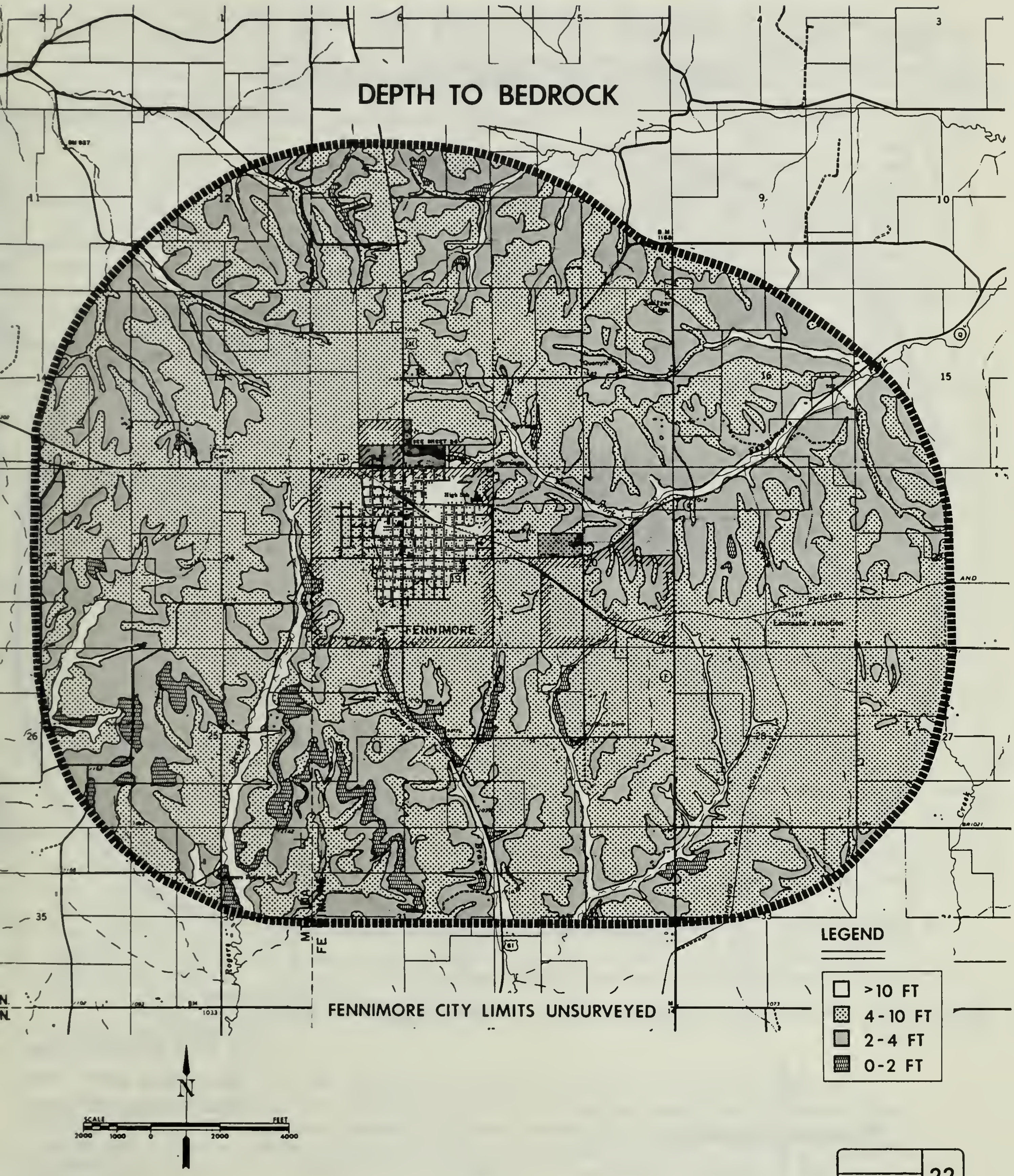
Farmland Potential

The preservation of prime agricultural land is becoming more important as development pressures continue to take acreage out of production. A recent report indicated that between 1967 and 1975, three million acres of agricultural land were lost each year.[3] This amounts to over twelve square miles of land per day.

---

[3] Robert E. Coughlin, et. al., The Protection of Farmland: A Reference Guidebook for State and Local Governments (National Agricultural Lands Study: Washington, D.C.)

FENNIMORE PLANNING AREA



DEPTH TO BEDROCK

PLATE 22

FENNIMORE PLANNING AREA

DEPTH TO WATER TABLE

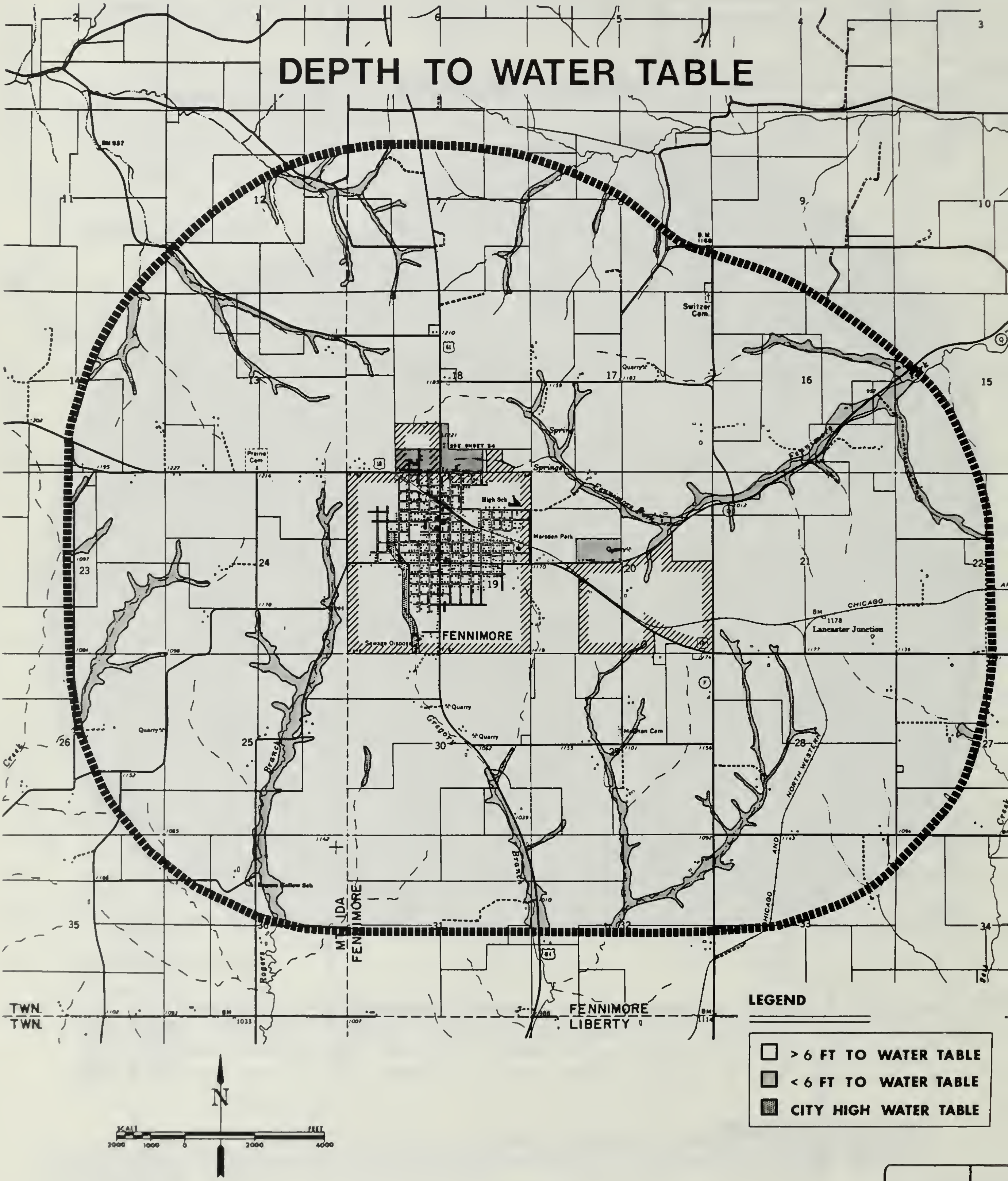


PLATE 23

There is a growing awareness that farmland is a finite resource that needs to be protected since it is so necessary for survival. The nation is increasing its reliance on less and less agricultural land to support a growing population.

From 1978 through 1981, Grant County residents began work on a plan to preserve agricultural land. Since 1981, many towns within the county have adopted the county zoning ordinance which includes provisions protecting agricultural land. According to the ordinance, the minimum lot size within those areas zoned as exclusively agricultural is 40 acres. Permitted uses within the zone are limited to agriculture or agriculture-related.

Conditional uses within the agricultural district are to be located in such a way as to minimize the amount of prime agricultural soils that are taken out of production. (Prime agricultural soils are defined as Class I, II, and III soils--these are generally the Prime and Statewide soils on the farmland potential map.) Furthermore, it is an intention of the zoning ordinance to encourage the preservation of these soils in parcels of land which are effective and efficient management units. Land in this district, if meeting certain other criteria, is eligible for tax credits through the Farmland Preservation Program.

As part of the Grant County Farmland Preservation Plan, a set of maps was developed by the Southwestern Wisconsin Regional Planning Commission depicting farmland areas of prime, state, and local importance. Plate 24 shows these areas for Fennimore and it's planning area. By definition, the categories shown on the map include:

Prime Farmland: Prime Farmland is land best suited for producing food, feed, forage, fiber and oilseed crops, and also is available for these uses. (The existing land use could be cropland, pasture land, range land, forest land or other land but not urban built-up land or water.) It has the soil quality growing season, and moisture supply needed to produce sustained high yields of crops economically when treated and managed, including water management, according to modern farming methods.

Farmland of Statewide Significance: This is land in addition to Prime and Unique Farmlands that is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops.

Farmland of Local Importance: In some local areas there is concern for certain additional farmlands for the production of food, feed, fiber, forage, and oilseed crops even though these lands are not identified as having national or statewide importance.

As can be seen, the most important farmlands occur in the east and northern portions of the planning area. Farmlands of state importance occur west of the city and in the south and southeast portions of the planning area. This also concurs with the areas seen on previous limitation maps as the most suitable for development. To the greatest extent possible, additional land use needs should make use of available sites within the city limits before proceeding to annex additional parcels. Places of locally important farmlands occur sporadically throughout the planning area.

DEVELOPMENT PRINCIPLES

The preceding land use analysis is useful not only in inventorying the physical characteristics of Fennimore and it's planning area, but in identifying limitations to development imposed by those characteristics. The next step is to determine a set of goals and policies for the community which will help guide its growth and serve as a reference when faced with development options. The resulting

FENNIMORE PLANNING AREA

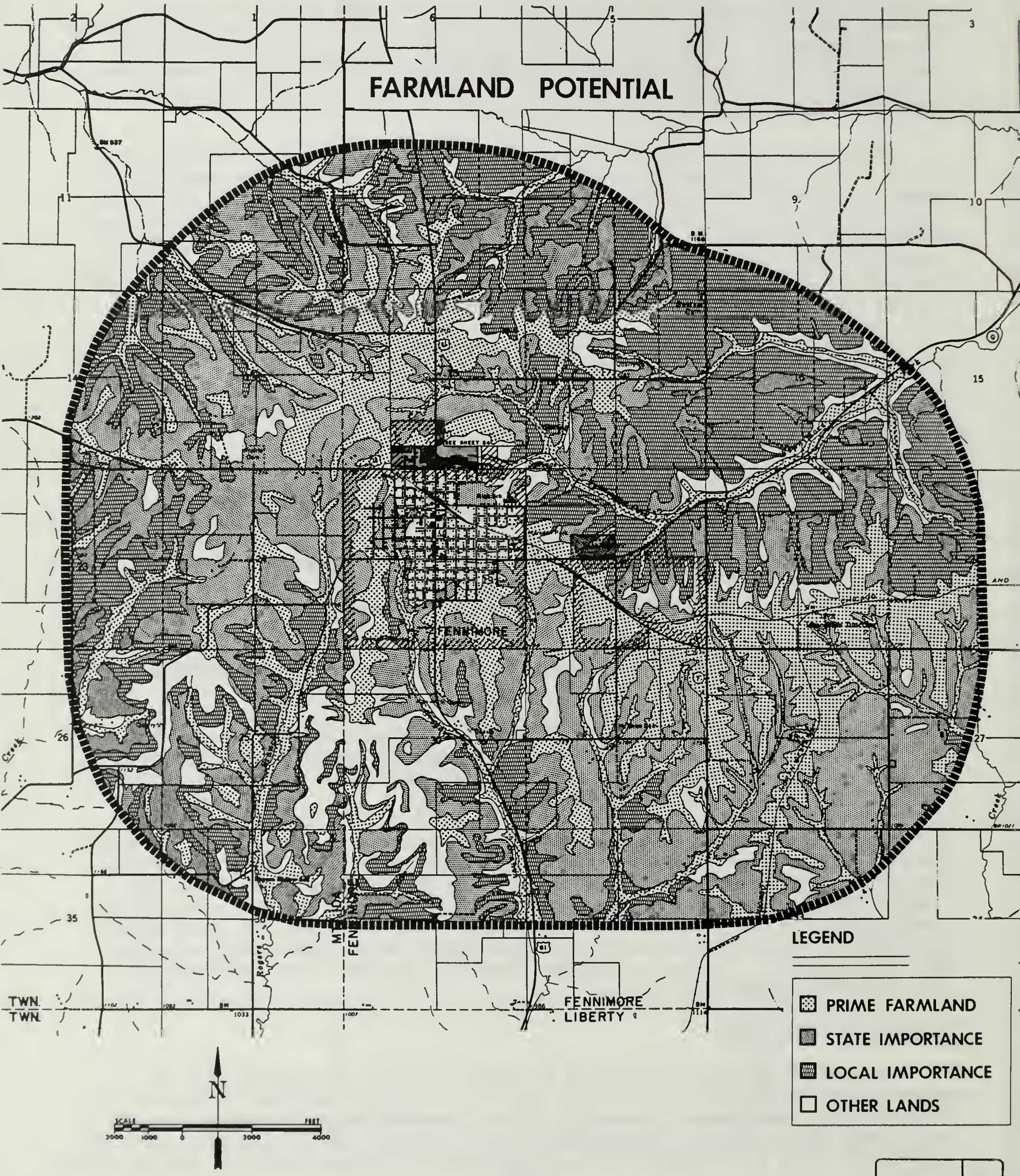


PLATE 24

development plan, then, will represent a melding of those policies and the physical limitations restricting them. The following seven development principles are included to assist in this process.

Orderly Development

The term "orderly development" implies that population growth is paced or directed as opposed to that which is uncontrolled or "helter-skelter". It also implies that growth and new development occur at a rate which is compatible with a community's ability to serve it's people--that is, new areas must be properly platted, served by public sewer and water, and contiguous to existing development so that new streets and utility lines are extensions of those already in place. The crucial dimension in orderly development is time. It takes time to prepare before the proposed development takes place.

Compact Development

Careful use of natural and financial resources requires compact development. "Compact" means sensible, efficient use of land that is not wasteful. It does not mean cramped or crowded. Compact development means that new areas adjoin existing ones without "leap-frogging" over vacant land, that strip development is discouraged in favor of the more advantageous cluster development and that minimum lot sizes represent the smallest amount of land considered workable in a community. Compact development also implies that growth be contained by natural and man-made features such as rivers and highways before crossing such boundaries to accommodate expansion, and that vacant areas including buildings within existing communities be used, to the degree possible, before new areas are annexed.

Suitability of Uses to Natural Characteristics

Natural characteristics and features such as soil types, topography, and water table level often define the types of uses for which a piece of land is especially important to any use involving building, whether for residential, commercial, or industrial purposes. It is also important to some kinds of extractive activity such as zinc mining and to agricultural production. Errors caused by improper assessment of natural features are often costly to correct. Soils analyses and engineering studies, prepared in advance of final decisions, can prevent mistakes and assure that new uses can be safely and adequately accommodated.

Compatibility of Uses

Safety, convenience, attractiveness, and the quality of life in a community depend to some extent on the relationships between different uses. Some activities or uses are natural neighbors--homes, schools, and churches for example--while others appear to be in conflict with each other--homes and industrial plants for instance. The goal of good planning is to integrate a wide variety of uses and activities--not to exclude some--in such a way that they complement each other and enhance the safety, convenience, and appearance of the town. One device used for this purpose is buffering one use from another by use of screening, landscaping, or space itself. Another is to locate new or proposed activities adjacent to existing similar ones, thereby eliminating possible conflicts.

Equitable Cost Distribution

Some changes confronting a community imply great costs which may have to be borne by current or future residents. Public facilities costs may be distributed in such a way that one segment of the population does not assume a disproportionate share of the total costs. Sometimes costs are assessed those receiving the benefits, as in special assessments for paving, sidewalks, and sewer and water extensions. When new subdivisions are involved, developers may pay the costs of servicing an area and then in turn pass the charges on to buyers. Whatever the method, the intent is that the distribution of costs fairly reflect the level of services and benefits received.

Public Opinion

No planning process is complete without the consideration of public opinion, whether through surveys and meetings, hearings, or informally through the press, public officials, or neighborhood gossip. Planning as a function of government is public business and must give evidence that the public has contributed to the process. Because planning is a tool of elected decision-makers--city or county boards of commissions--it must be responsible first to them. But in a larger sense, the public is also a "boss" of planning through the ballot box and the budget. Public opinion on planning issues and impending decisions must be sought and weighed if satisfaction with planners and planning is to be gained.

Public Interest and Private Rights

A major difference between public decisions is that public decisions or actions, including those related to planning and zoning, must guaranty both public interest and private rights. The difficulty is determining just what is "public interest" and how much of it must be accommodated in order to be considered a guaranty. First, as a minimum, no public action should ever violate the public interest. For example, taxpayers should not pay for a facility to be used without charge for the private or personal gain of any person or profit-making organization. Second, no fundamental personal freedom should be nullified. For example, a person's property must not be taken for public use without just compensation. But in between those two examples is a vast area for philosophical argument where definitions are impossible. It is the realm of honor and trust. Officials to whom the public has granted decision-making powers must also be invested with trust in their good faith. Suffice it to say that in no case should the results of governmental action obliterate or violate in a total sense either the public interest or private rights. It is a question of balance.

CHAPTER 7

TRANSPORTATION CHARACTERISTICS

TRANSPORTATION CHARACTERISTICS

INTRODUCTION

The transportation network in Fennimore and the surrounding planning area is the link which connects one to the other and both to the region at large. Like a tree branch system, the transportation network separates from main "trunk" or arterial lines into smaller, more specialized collector streets. Each street is classified according to its function; a thorough knowledge of these functions can, therefore, aid in a well-planned transportation system which is both safe and efficient. This section will also look at truck, rail, and air transportation alternatives. The only bus service serving Fennimore at present is Trailways Bus Lines providing connections to Dubuque, Iowa in the south and LaCrosse, Wisconsin to the north. Scheduled stops occur in various communities along the route including Platteville, Lancaster, Fennimore, Boscobel, and others. Tickets may be purchased at the Speedy Mart in Fennimore located on the corner of Lincoln Avenue and Fourth Street. There are two regularly-scheduled stops seven days a week--one at 10:40 a.m. for northbound passengers and the other at 6:05 p.m. for persons traveling southbound. Connections east and west can be made at Dodgeville and Dubuque. Service is less than satisfactory with complaints ranging from consistently late service to leaving passengers at the stop due to either oversight or inadequate space in the van which is sometimes used instead of the coach. There is no taxi service in Fennimore at present.

ALTERNATIVE TRANSPORTATION SERVICE

Truck Transportation

There are no licensed common carriers specifically serving Fennimore at the present time. Since the deregulation of the trucking industry in 1980 (federal) and 1982 (state), common carriers are no longer required to obtain certificates to operate along specific routes from the Public Service Commission. There are literally thousands of trucking firms available for hauling goods and services to and from Fennimore. Local common and contract trucking companies include Cullen Trucking; Dohrn Trucking; Fore Way Express, Inc.; Koschkee Transfer, Inc. (located in Fennimore); and United Parcel Service, among others. Truck transportation is likely to increase as a means of hauling freight around the region as the area short line railroads continue to experience operating difficulties and the possibility of abandonment.

Rail Transportation

Fennimore was served by rail service up until 1980 when the line was abandoned. The track was then removed about one year later. Remnants of the rail corridor can be seen passing diagonally through the city from the northwest to the southeast. At present, no definite plans exist for the vacant parcel of land. Some alternatives would include using the property downtown for either public parking or downtown development. The portion from Lincoln Avenue to Marsden Park Road has been purchased by the city for street or development purposes. Property owners bordering the right of way have the option of buying back their parcel. The right of way passing through the industrial park is reserved for industrial development.

Air Transportation

There is no scheduled air service in the Fennimore area. The two closest locations for scheduled service are the Dane County Regional Airport (Truax Field) in Madison, and the Dubuque Municipal Airport in Dubuque, Iowa. Major carriers serving the Dane County Airport include Air Wisconsin, American Eagle Airlines, Frontier Airlines, Midwest Express, Northwest Orient, Ozark Airlines, and United Airlines. Each offers regular non-stop and connecting flights to most areas of the country and is within an hour and a half driving time of Fennimore. The Dubuque Airport is served by Air Wisconsin (providing connecting flights to Chicago) and Iowa Airways (which serves only several select cities in Iowa). Driving time to Dubuque from Fennimore is about forty-five minutes.

The general aviation needs of the Fennimore area are served by the Boscobel Airport located two miles northeast of Boscobel or about thirteen miles north of Fennimore (see Plate 25). As a municipal airport, the facility is open for public use. The current specifications of the airport are:[1]

Open:------------------------ All year
Elevation:------------------- 671 feet
Number of Runways:----------- One
Runway Specs:---------------- 3,808 feet long, paved, lighted
Days Attended:--------------- Sunday-Saturday during the day
Fuel Type:------------------- 80/100LL
Services/Facilities:--------- Mechanic, vending machines, public telephone, restrooms, UNICOM, beacon and runway lights, courtesy car
Annual Operations:
    Itinerant---------------- $ 1,800
    Local/Other-------------- 9,850
    Total-------------------- $11,650
Based Aircraft/Engines(1984): 28/31
Critical Aircraft:----------- Medium Twin
Current Minimum Classification: Basic Utility - Stage 1
Recommended Classification:--- General Utility - Stage 1

The next closest airport to Fennimore is the Lancaster Municipal Airport located four miles south of Lancaster and about fifteen miles south of Fennimore. This airport is comparable in size to Boscobel's with a slightly longer runway. Its specifications are:

Open:------------------------ All year
Elevation:------------------- 1,008 feet
Number of Runways:----------- One
Runway Specs:---------------- 3,840 feet long, paved, lighted
Days Attended:--------------- Sunday-Saturday during the day
Fuel Type:------------------- 80/100LL
Services/Facilities:--------- Mechanic, vending machines, public telephone, restrooms, UNICOM, beacon and runway lights
Annual Operations:
    Itinerant---------------- $ 3,000
    Local/Other-------------- 5,000
    Total-------------------- $ 8,000
Based Aircraft/Engines (1984): 18/18
Critical Aircraft:----------- Light Twin
Current Minimum Classification: Basic Utility - Stage 1
Recommended Classification:--- Basic Utility - Stage 2

---

[1] State of Wisconsin, Department of Transportation, Wisconsin Airport Directory, 1985-86 (Madison, Wisconsin: Bureau of Aeronautics, July 1984), pp.13 & 64.

KNOWN LOCATIONS OF AIRPORTS IN WISCONSIN

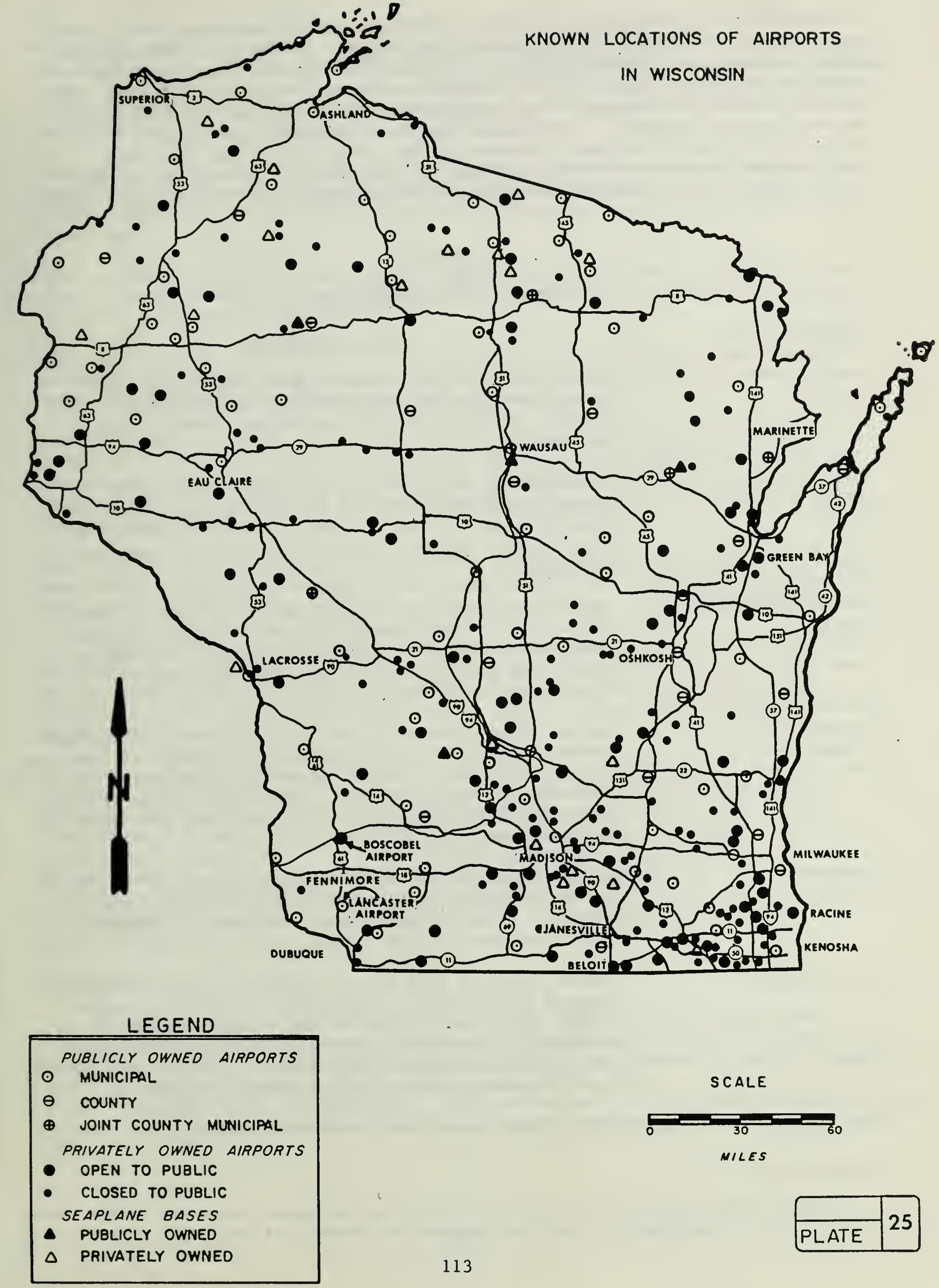


PLATE 25

In 1976, the Wisconsin Department of Transportation published a series of reports called the Wisconsin Airport Systems Study. In the final volume, the study recommended upgrading the Boscobel Airport to Basic Utility standards by adding a crosswind runway. The estimated cost at that time was $230,000. The above recommendation suggests further improvements to upgrade the facility to General Utility standards. The report suggested upgrading Lancaster's Airport to Basic Utility specifications by extending the runway (which has been done). The cost at that time was $499,000, $200,000 of which was for runway improvements. Table 1 gives a more detailed description of the characteristics of each airport type.

TABLE 1

AIRPORT TYPE CHARACTERISTICS

Classification	Characteristics
Basic Utility Stage 1	Serves small engine aircraft generally under 3,500 pounds gross weight with approach speeds below 91 knots. Precision operations are not usually anticipated.
Basic Utility Stage 2	Serves small single engine and light twin engine aircraft generally under 6,000 pounds with approach speeds below 121 knots. Precision operations are not usually anticipated. Approach speeds are less than 121 knots.
General Utility Stage 1	Serves single and twin engine aircraft under 12,500 pounds and aircraft requiring greater runway lengths than provided at Basic Utility airports. Precision operations are not usually anticipated. Approach speeds are less than 121 knots.
General Utility Stage 2	Serves large aircraft up to 60,000 pounds with approach speeds of less than 121 knots and wing spans of less than 79 feet, as well as large aircraft with approach speeds of less than 91 knots and wing spans of less than 118 feet. This airport class is capable of handling precision approach operations.
Transport	Serves large (up to 60,000 pounds), heavy (up to 300,000 pounds) and wide body (greater than 300,000 pounds) aircraft. This airport class is capable of handling precision approach operations.
Local Service	Serves aircraft that do not require a Basic Utility Stage 1 airport (e.g., helicopters, seaplanes, ultralights, balloons, and a few small single engine aircraft). Precision operations are not anticipated. (This classification is also used to categorize airports that do not meet Basic Utility Stage 1 standards.

FUNCTIONAL AND JURISDICTIONAL STREET AND HIGHWAY CLASSIFICATION

Grant County

Plate 26 gives the functional classification for Grant County in 1984. These highways were classified by function through the efforts of the Grant County

Highway Planning Committee with technical assistance provided by the Southwestern Wisconsin Regional Planning Commission. The purpose of such studies is to coordinate the function of highways with their most proper jurisdictions, whether that be state, county, or local government. Tables 2 and 3 give the criteria used to determine each of the five highway classifications shown in the plate. The definitions of each classification are given below:

Principal Arterials: Principal arterials serve corridor movements having trip length and travel density characteristics of an interstate or inter-regional nature. These routes generally serve all urban areas greater than 5,000 population.

Minor Arterials: Minor arterials, in conjunction with principal arterials, serve cities, large communities, and other traffic generators providing intra-regional and inter-area traffic movements.

Major Collectors: Major collectors provide service to moderate-sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher function routes.

Minor Collectors: Minor collectors provide service to all remaining smaller communities, link the locally important traffic generators with their rural hinterland, and are spaced consistent with population density so as to collect traffic from local roads and bring all developed areas within a resonable distance of a collector road.

Local Roads: Local roads provide access to adjacent land and provide for travel over relatively short distances on an inter-township or intra-township basis. All roads not classified as arterials or collectors will be local function roads.

Two principal arterials serve Fennimore. U.S. Highway 61 serves to connect Fennimore with Lancaster and other points to the south, as well as Boscobel and points north. Connecting Fennimore with Prairie du Chien to the west and Dodgeville in the east is U.S. Highway 18. Both of these state highways intersect in downtown Fennimore.

County Trunk Highway (C.T.H.) T. east of Fennimore serves the area as a major collector. Combined with C.T.H. E which intersects with C.T.H. F at Stitzer, these two major collectors bring traffic from the south to Fennimore. County Trunk Highway T coming from the east and intersecting with U.S. Highway 61 north of Fennimore, is the major collector bringing traffic from the north. West of U.S. Highway 61, C.T.H. T, as well as C.T.H. Q coming from Castle Rock and entering Fennimore's eastern limits both serve as minor collectors for the area. Other area roads are classified as local and tend to provide short, inter- or intra-township travel.

Fennimore

The same system of classifying county roads applies to the streets and highways found within Fennimore. Although differing slightly in their definition, urban streets serve to move traffic within the city and eventually to the transportation network serving the county, region, and state. Plate 27 shows the city street classifications for Fennimore. The definitions for the urban transportation network are given below, while Tables 4, 5, and 6 show the specific criteria for each.

FUNCTIONAL CLASSIFICATION FOR GRANT COUNTY ROADS: 1984

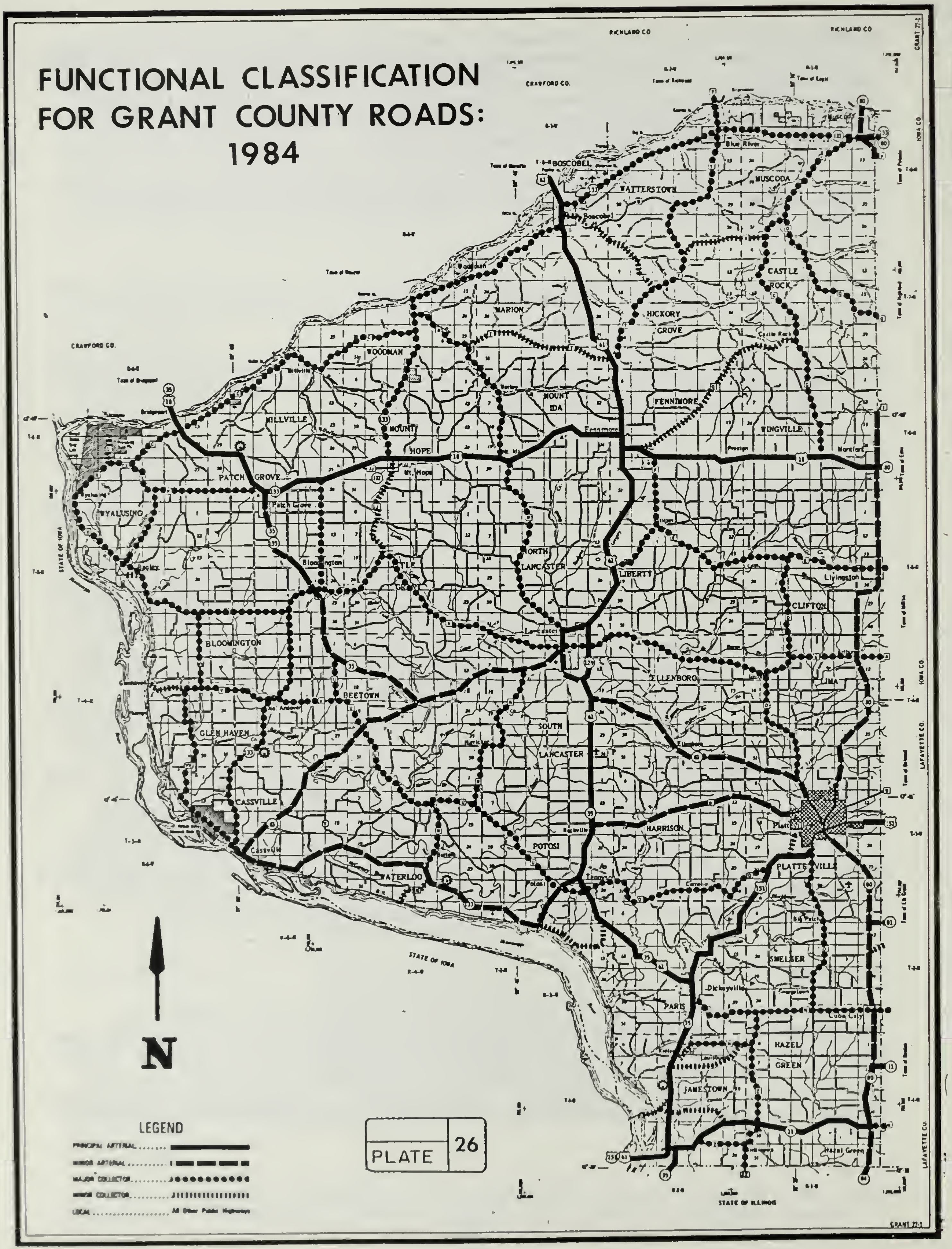


PLATE 26

TABLE 2

RURAL ARTERIAL CRITERIA

Functional System	County Population Density (Rural)	Basic Criteria				Supplemental Criteria	Mileage Percent of System Range
		Must Meet Any 2 of These				OR Must Meet Both of These Plus 90% of Traffic Volume	
		Population Service	Land Use Ser	Spacing	Traffic Volume		
Principal Arterial	≥ 43	Connect places $> 50,000$ with other places $> 50,000$. Connect places $> 5,000$ with places $> 50,000$.	Provide area access to major recreational areas of the state.	Maximum 30 miles.	$> 3,000$		2.0 - 4.0% Statewide
	< 43				$> 1,000$		
Minor Arterial	≥ 43	Connect places $> 5,000$ with other places $> 5,000$. Connect places $> 1,000$ with principal arterials.	Serve all traffic generating activities with an anual visitation 300,000 if not served by a principal arterial.	Maximum 30 miles.	$> 1,000$	1. Alternate pop. connection. 2. Major river crossing/restrictive topography.	4.0 - 8.0% Statewide
	< 43				> 500		

TABLE 3

RURAL COLLECTOR AND LOCAL CRITERIA

Functional System	County Population Density (Rural)	Basic Criteria				Supplemental Criteria	Mileage Percent of System Range
		Must Meet Any 2 of These OR the Parenthetical Traffic Volume Alone				OR Must Meet 2 of These Plus 90% of Traffic Volume	
		Population Service	Land Use Serv.	Spacing	Traffic Vol.		
Major* Collector	≥ 43	Connect places > 1,000 with other places > 1,000. Connect places > 500 with places > 1,000 or higher function route. Connect places > 500 with other places > 500 or higher function route. Connect places > 100 with places > 500 or higher function route.	Land Use Service Index ≥ 16.	Maximum 10 miles.	> 500 (> 2,000)	1. Alternate pop. connection. 2. Major river crossing. 3. Restrictive topography. 4. Interchange w/freeway. 5. Parallel to a principal arterial.	5.0 - 18.0% Countywide
	< 43		Land Use Service Index ≥ 12.		> 200 (> 800)		With Most Counties 7.0 - 14.0%
Minor* Collector	≥ 43	Connect places > 100 with other places > 100. Connect places > 50 with places > 100 or higher function route.	Land Use Service Index ≥ 8.	Maximum 10 miles.	> 200 (> 800)	1. Alternate pop. connection. 2. Major river crossing. 3. Restrictive topography. 4. Interchange w/freeway. 5. Parallel to a principal arterial.	5.0 - 10.0% Countywide
	< 43		Land Use Service Index ≥ 5.		> 100 (> 400)		
Local		All Public roads not classified as arterials or collectors.					65.0-75.0% Countywide With Most Counties 68.0-72.0%

*Loop routes and stub ended routes less than 5 miles long and meeting the basic criteria for major collector or [illegible]

FUNCTIONAL STREET CLASSIFICATION: 1984

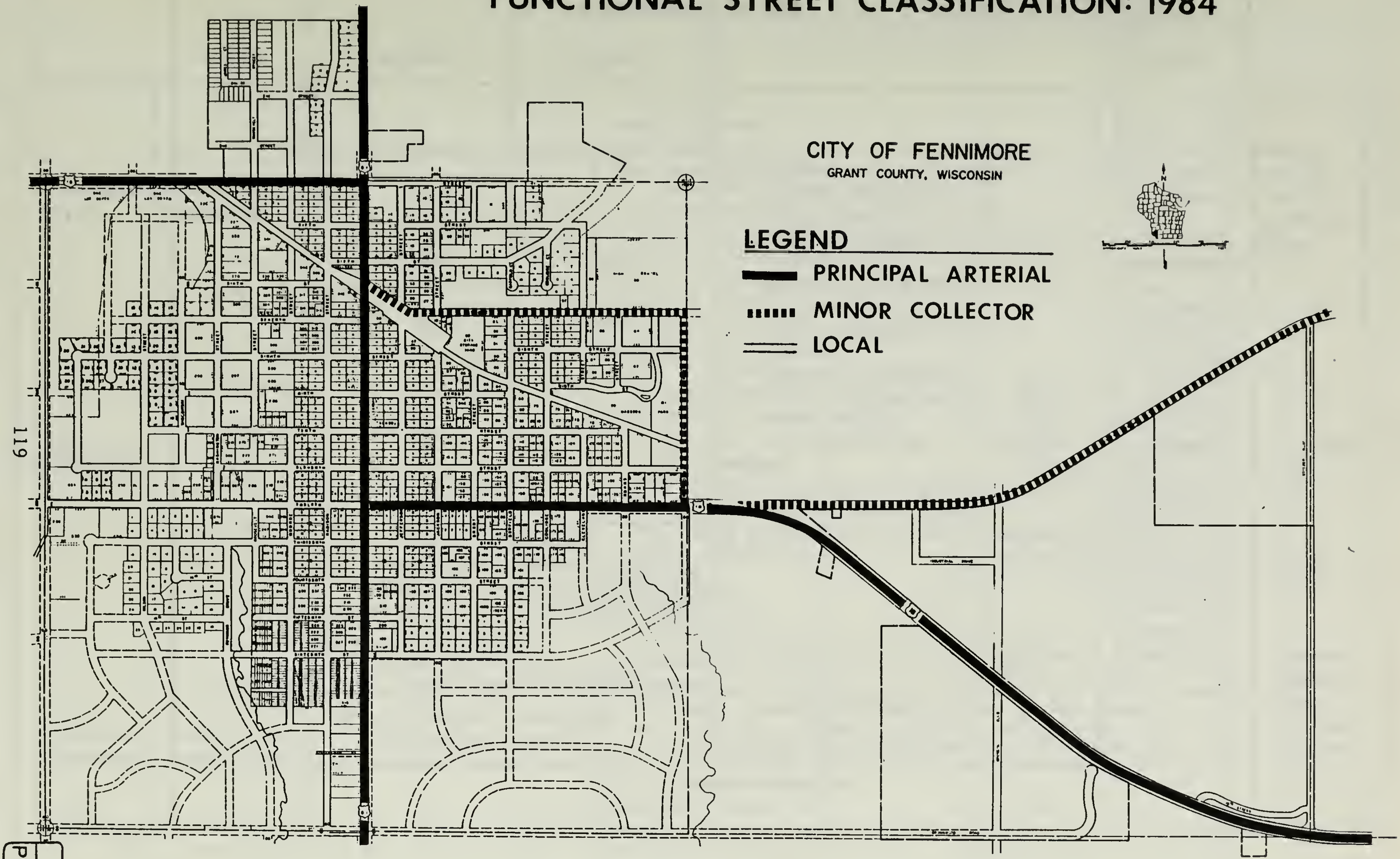


PLATE 27

TABLE 4

URBAN PRINCIPAL ARTERIALS

Functional System	Urban Area Population	Basic Criteria					Mileage Percent of System Range
		System Continuity (Rural - Urban Interface)		Must Meet Land Use Service or Spacing plus Traffic Volume OR the Paranthetical Traffic Volume Alone			
		A rural minor arterial remains an urban minor arterial until it meets one of the following:		Land Use Service	Spacing	Traffic Volume	
		Traffic Volume Alone	Intersects with an urban arterial plus traffic volume				
Principal Arterial	5,000 to 25,000	> 4,000	> 2,500	A principal arterial should be within 1 mile of the following land uses: a. Main CBD of the urban area b. Type 1 & 2 airports c. Regional shopping centers d. Major colleges and universities e. Community/regional parks f. Industrial parks g. Large stadia, arenas, or civic centers	Maximum CBD = 1 Mile Other = 3-5 Miles	> 2,500 (10,000)	5.0%
	25,000 to 50,000	> 7,000	> 4,000			> 4,000 (>15,000	to
	Over 50,000	> 10,000	> 6,000			> 6,000 (>20,000)	10.0%

TABLE 5

URBAN MINOR ARTERIALS

Functional System	Urban Area Population	Basic Criteria					Suppl. Criteria	Mileage Percent of System Range
		System Continuity (Rural - Urban Interface)		Must Meet Land Use Service or Spacing plus Traffic Volume OR the Paranthetical Traffic Volume Alone			Must Meet 2 of These + 90% of Traffic Vol.	
		A rural collector remains an urban collector until it meets 1 of the following		Land Use Service	Spacing	Traffic Vol.		
		Traffic Volume Alone	Intersects with an urban collector or arterial +traffic volume					
Minor Arterial	5,000 to 25,000	>2,000	>1,000	A minor arterial should be within ½ mile of the following land uses: a. CBD's of each satellite comm. b. Type 3,4,& 5 airports c. Comm. shopping centers d. Junior or comm. colleges e. Large industrial plants f. High schools g. Large office buildings h. Comm. hospitals i. Clinics j. Sub-comm. parks k. Golf courses All commercial retail strip development over ¼ mile in length not on a principal arterial. Interconnection of main CBD with satellite community CBD's.	Maximum CBD = ½ Mile Other = 2 Miles	>1,000 (>4,000)	1. Bus route 2. Official truck rte. 3. Signalization 4. Interchange w/a freeway 5. Major river crossing/restrictive topography	10.0% to 15.0%
	25,000 to 50,000	>4,000	>2,000			>2,000 (>7,000)		
	Over 50,000	>6,000	>3,000			>3,000 (>10,000)		

TABLE 6

URBAN COLLECTORS AND LOCALS

Functional System	Urban Area Population	Basic Criteria				Supp. Criteria	Mileage Percent of System Range
		Must Meet ONE of these Plus Traffic Volume OR the Parenthetical Traffic Volume Alone				OR Must Meet 2 of These Plus 90% of Traffic Volume	
		System Continuity	Land Use Serv.	Spacing	Traffic Vol.*		
Collector	5,000- 25,000	May penetrate each residential neighborhood and connect to nearby arterial. May include the logical street system for traffic circulation in the CBD.	A collector should be within ¼ mile of one of the following land uses: a. Elementary and middle schools b. Small industrial plants c. Large warehousing d. Neighborhood shopping centers e. Small office buildings f. Neighborhood parks g. Marinas	Maximum CBD=¼ Mile Other= 1 Mile	>500 (>2,000)	1. Bus route 2. Official truck route 3. Signalization 4. Interchange w/freeway 5. Major river crossing/ restrictive topography	5.0-10.0% With Most Counties 7.0-14.0%
	25,000- 50,000				>1,000 (>4,000)		
	Over 50,000				>1,500 (>6,000)		
Local	All public streets not classified as arterials or collectors.						65.0-80.0% With Most Urban Areas 68.0-73.0%

*See text for special satellite municipality traffic volume provisions.

Principal Arterials: Principal arterials serve the major economic activity centers of the urban area, the highest traffic volume corridors, and regional and intra-urban trip length desires. In every urban area, the longest trip lengths and highest traffic volumes are characteristic of the main entrance and exit routes of the urban area. They connect the urban area to other urban areas and a rural hinterland on a regional or statewide basis. Thus, because they have the longest trip lengths, highest volumes, and are generally extensions of the highest rural functional routes, such routes should be principal arterials. Principal arterial trip lengths are indicative of the rural-oriented traffic entering and exiting the urban area on the rural arterial system, as well as the longest trans-urban area travel demands. Travel mobility is the predominant function of principal arterials. As such, they are generally not stub-ended except at major inter-modal regional transportation terminals.

Minor Arterials: Minor arterials serve other economic activity centers important within the urban area, have moderate traffic volumes, and serve inter-community trip length desires. Minor arterials interconnect and augment the principal arterial system. Minor arterial trip lengths are characteristic of the rural-oriented traffic entering and exiting the urban area on the rural collector system. Therefore, in conjunction with the principal arterials, minor arterials should provide the urban extensions of the rural collector system to the urban area central business district (CBD) and connect these satellite community CBD's with the main CBD. Although the predominant function of minor arterials is traffic mobility, these routes serve some local traffic and provide more land access than principal arterials. As such, minor arterials may, on occasion, be stub-ended at major traffic generators.

Collectors: Collectors provide direct access to residential neighborhoods and commercial/industrial areas, and serve moderate to low traffic volumes and inter-neighborhood trip desires. As the name implies, these routes collect and distribute traffic between locals and arterials. In the central business district (CBD), and other areas of similar development and traffic density, the collector system may include the street grid which forms the logical entity for traffic circulation. Collectors may stub-end in penetrating residential neighborhoods and serving isolated traffic generators, but should be linked to other collectors and arterials for traffic circulation. Collectors should not be continuous through several neighborhoods to discourage their use for through trips. Generally, the travel mobility and land access functions of collectors are equal in nature.

Locals: Local Streets serve the predominant function of direct access to adjacent land uses. They serve the ends of most trips within the urban area. All streets not classified as arterials or collectors are locals.

In addition to the above, Table 7 gives roadway design characteristics to each of the urban highway classifications discussed. As can be seen in Plate 27, there are two principal arterials in Fennimore. U.S. Highway 18 serves traffic to the east (Twelfth Street) and west (Fourth Street), while U.S. Highway 61 carries north and southbound traffic along Lincoln Avenue. Minor collectors in the city include Marsden Park Street on the eastern fringe of the city, Seventh Street east of Lincoln Avenue, and C.T.H. Q skirting the northern edge of the industrial park. All others are classified as part of the local transportation network.

Fennimore maintains a scheduled street maintenance program in order to ensure the integrity of the city's street system. As can be seen in Plate 28, a number of projects are already being anticipated. Those streets shown in solid black are scheduled for reconstruction work in fiscal year 1986, while those shown with a dashed line are projects to be completed within the next five years. Reconstruction includes the addition of curbs and gutters, reestablishing street base, and resurfacing the street with blacktop. Future projects are included in a capital improvements program and scheduled as funds become available.

TABLE 7

URBAN STREETS
ROADWAY DESIGN CHARACTERISTICS

FUNCTIONAL CLASSIFICATION			DESIGN BASIS		ROADWAY WIDTH							
A.D.T. at Design Level of Service ①			Design Class	Design Speed	Driving Lanes			Median	Curb to Curb Width (ft) ②			
	C	C			NUMBER	WIDTH (ft.) ③			NO PARKING ⑤		PARKING ④	
Local	Collector	Arterial				Minimum	Desirable		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Volume not a consideration			1	25	2	10	11	No	24 - 30	28	32 - 36	34
	< 13,000		2	30/35	2	11	12	No	26 - 36	36	40 - 48	44
	> 13,000	13,000 to 17,000	3	35/40	4	11	12	No	48 - 56	52	60 - 76	68
		17,000 to 25,000	4	40/45	4	11	12	Yes	2 @ 26 - 28	2@ 28	2 @ 34 - 38	2@ 38
		25,000 to 35,000	5	45/50	6	11	12	Yes	2 @ 37 - 40	2@ 40		

① Ranges of traffic volumes were determined from service volumes obtained from Northwestern University's intersection capacity chart #4 based on the following assumptions: no parking, negligible buses, 10% right turns, 10% left turns, 5% trucks, adjustment for metropolitan area size and peak hour factor = 0.92, k = 10%, and D = 60 - 40.

② Based on 2' gutter widths.

③ Gutter width not included.

④ Designs which include parking lanes are discouraged especially on streets with four or more driving lanes. Street widths should be selected such that design year traffic volumes will require all lanes to function as live traffic lanes. Parking can then be permitted until such time as the lanes are actually required for live traffic.

⑤ Two lane Connecting Highways and STH's shall have a curb to curb width of 36 feet when no provision for parking is to be made.

PROPOSED STREET RECONSTRUCTION PROJECTS

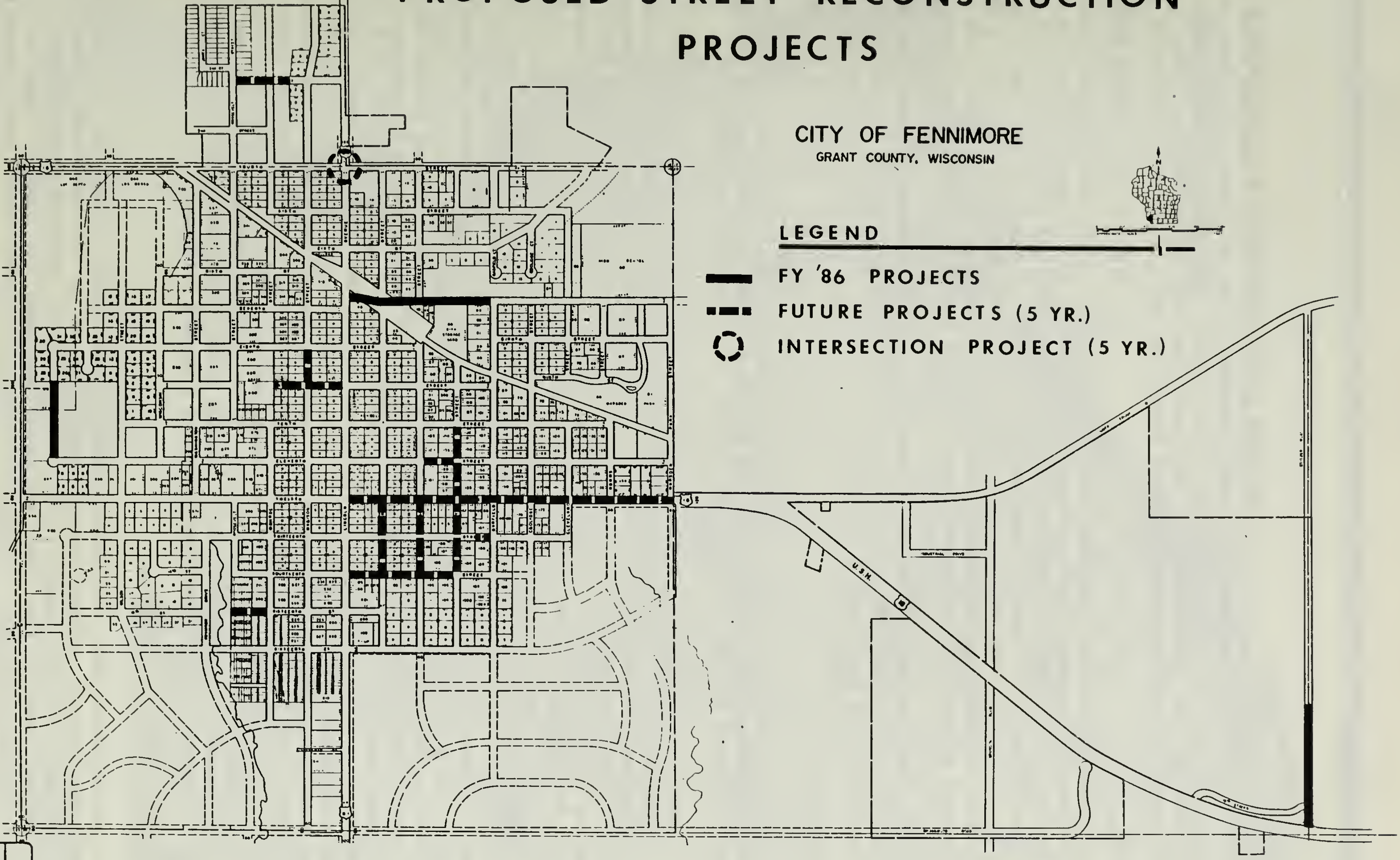


PLATE 28

TRAFFIC VOLUMES

Grant County

The traffic flow statistics for 1982 and 1985 for Grant County are shown on Plates 29 and 30. The statistics were prepared by the Wisconsin Department of Transportation. The numbers represent the average daily traffic (ADT) counts, which are factored measurements of traffic volume and not raw counts. The seasonality of traffic volumes is thus taken into account in the calculation of the ADT data.

As can be seen by comparing the plates, traffic volume has generally been decreasing on the major roads surrounding Fennimore. U.S. Highway 61 carries one of the largest volumes of traffic in the planning area and decreased by less than one percent north of Fennimore between 1982 and 1985. South of the city, U.S. Highway 61 experienced a 1.7 percent decrease in traffic volume, indicating that most traffic traveling north originates from U.S. Highway 18. Over the same three-year period, U.S. Highway 18 increased its traffic volume by 26.9 percent east of Fennimore while decreasing by 5.4 percent to the west. This would seem to indicate that the highest volume of Fennimore's traffic originates from the east and heads north. Also, more traffic moves between Fennimore and Boscobel than between Fennimore and Prairie du Chien.

Fennimore

Plate 31 shows the average daily traffic count for Fennimore. The smaller numbers represent 1982 data, while the larger figures are 1985 counts. Traffic counts declined in many areas of the city during the three-year period.

Both U.S. Highway 61 (Lincoln Avenue) and U.S. Highway 18 West (Fourth Street) experienced slight declines in traffic volumes. U.S. Highway 61 declined by 1.6 percent south of Twelfth Street, while Highway 18 slipped by 2.1 percent. Since U.S. Highway 18 West also experienced a loss in traffic volume in the planning area, it can be assumed that less east-west traffic is passing through Fennimore. Marsden Park Street, a minor collector, experienced a loss in traffic volume of 37.1 percent, while Seventh Street which intersects with it lost 70.2 percent of its volume. Traffic out C.T.H. Q increased by 3.0 percent over the three years. Unfortunately, three-year comparison data is not available for traffic volumes in the areas near the intersection of Lincoln Avenue and Twelfth Street. If 1979 data is used, it reveals that traffic volume from U.S. Highway 18 to the intersection decreased by 16.7 percent over the six-year period while volumes on U.S. Highway 61 north of Twelfth Street experienced a 9.8 percent decline. Because of the high volume of traffic near that intersection of 8,430 and 5,930 vehicles, the possibility of a highway bypass could be considered. Although no plans are currently being made for such a possibility, the Department of Transportation has used the figure of a sustained count of 5,000 as the threshold for a four-lane facility. Since it is unreasonable to assume that four-lane traffic would be routed downtown, a bypass would be the next logical choice. The city had considered such a possibility in its earlier comprehensive plan and may want to continue to monitor traffic volumes along U.S. Highways 61 and 18 in the city in order to assess the feasibility of a bypass proposal.

STREET PATTERN AND DESIGN

For the most part, the street network of Fennimore is laid out in a conventional grid pattern, common to many communities in the United States. The streets run east-west and the avenues north-south. However, numerous modifications to the grid pattern exist in the street system of Fennimore, for example looped streets, cul-de-sacs and diagonals. In the more recently platted subdivisions, curvilinear

ANNUAL AVERAGE 24-HOUR TRAFFIC VOLUME

GRANT CO : 1982

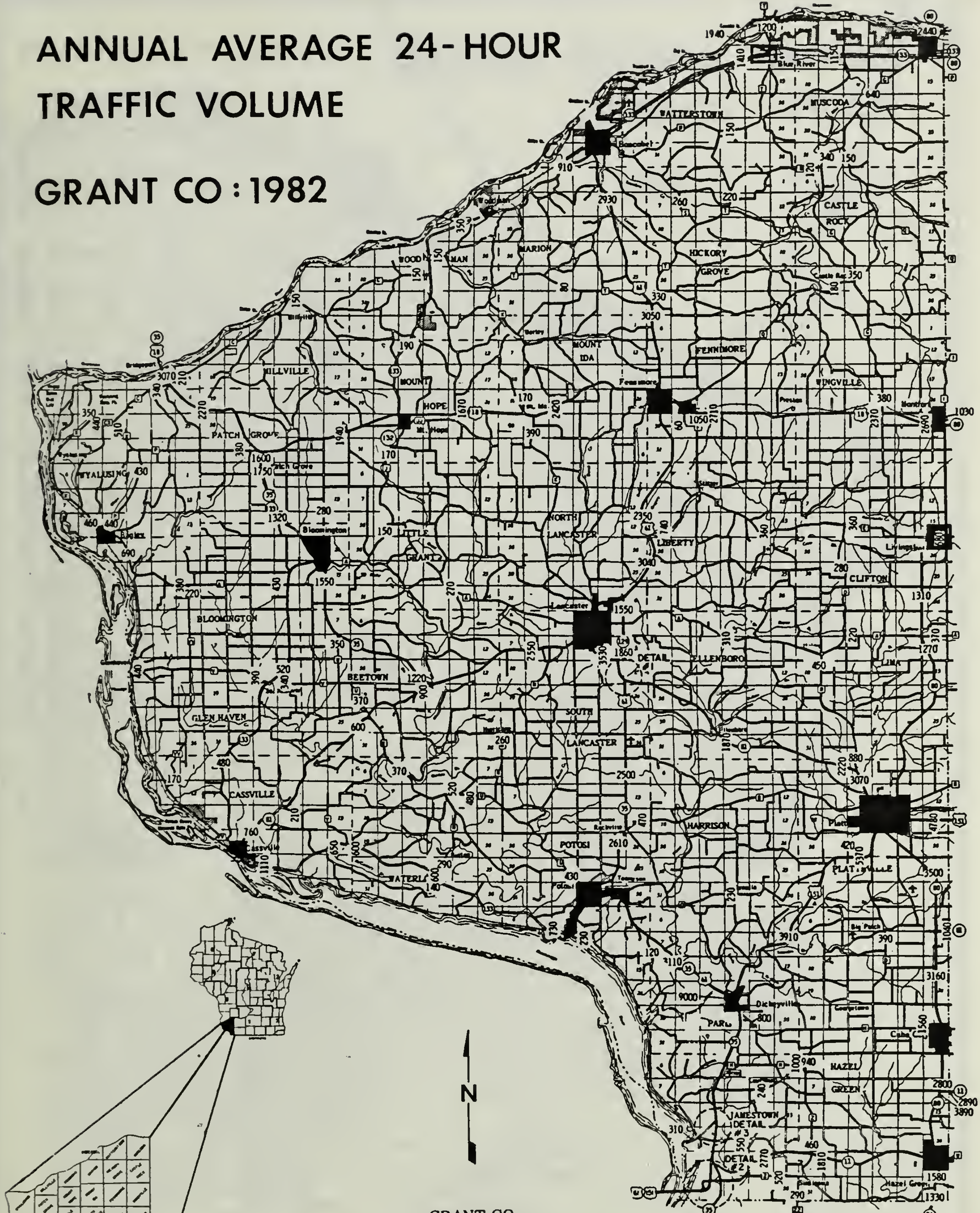


PLATE 29

ANNUAL AVERAGE 24-HOUR TRAFFIC VOLUME

GRANT CO: 1985

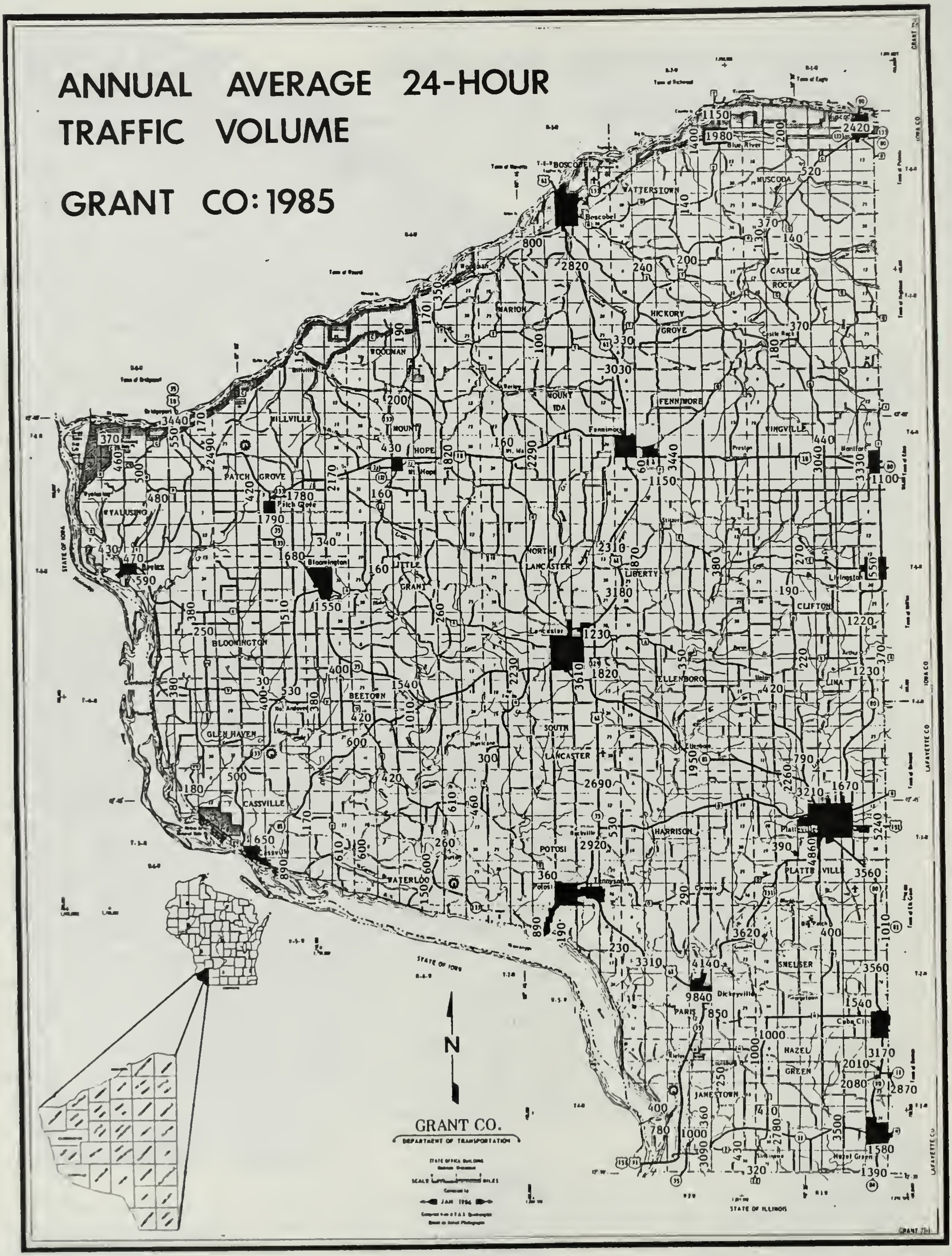


PLATE 30

AVERAGE ANNUAL 24-HOUR TRAFFIC VOLUME

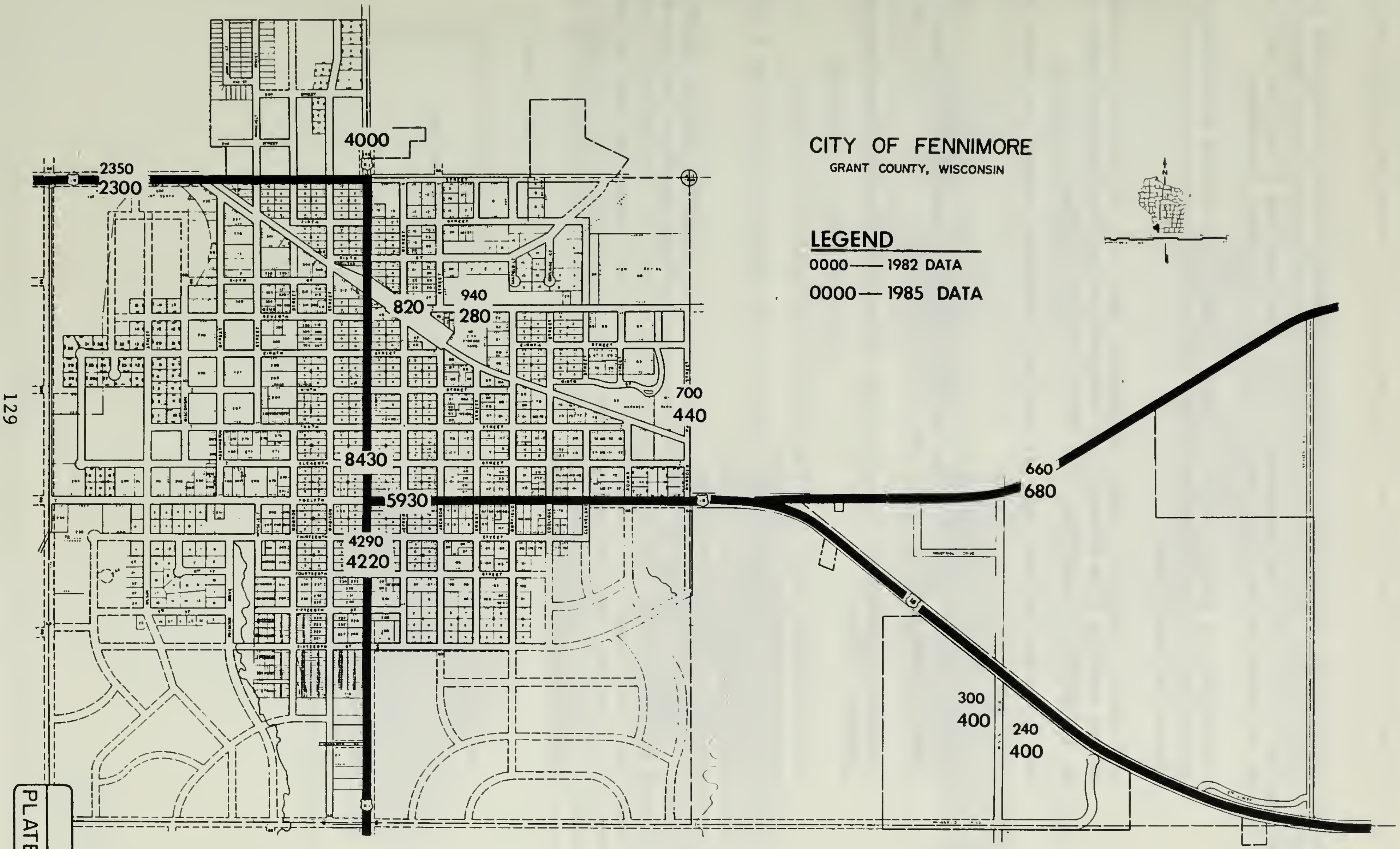


PLATE 31

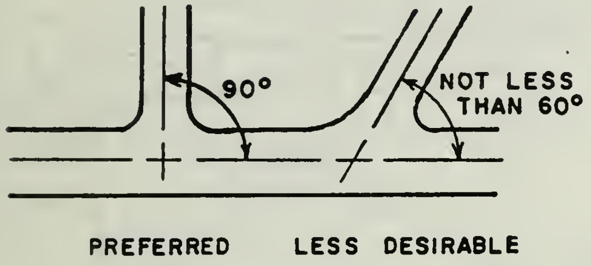
street patterns are fairly common, being more frequently utilized than the conventional grid pattern. Curvilinear street patterns are used to create large blocks and conform to the existing topography rather than ignoring it as the grid does. This type of street pattern has several distinct advantages including:

- A reduction in surface water drainage patterns may be had as curvilinear streets follow land contours rather than cutting across contours as a grid system inevitably does.
- Less land is used for street development and more for home sites, resulting in tax savings from reduced road construction and maintenance costs, as well as increased tax revenues from additional new homes.
- More lots may be developed per acre with different shapes and sizes of lots possible.
- Through-traffic is discouraged from passing through neighborhoods with curvilinear street layouts, reducing noise and air pollution while also promoting increased traffic safety and efficiency.
- The number of four-way intersections is reduced, further promoting traffic safety.
- The curvilinear street pattern is more aesthetically pleasing.
- The natural landscape is not altered to the degree that it is by a grid pattern street system.

Basic street design standards may be useful in evaluating future subdivision layouts. Plates 32 through 36 provide conceptual design standards in street planning and subdivision review. Both the police and fire departments of many communities discourage the construction of cul-de-sac streets as they restrict the mobility of certain vehicles such as fire trucks and provide only one point of access to property located along them. For these reasons dead-end, cul-de-sac street designs should be discouraged.

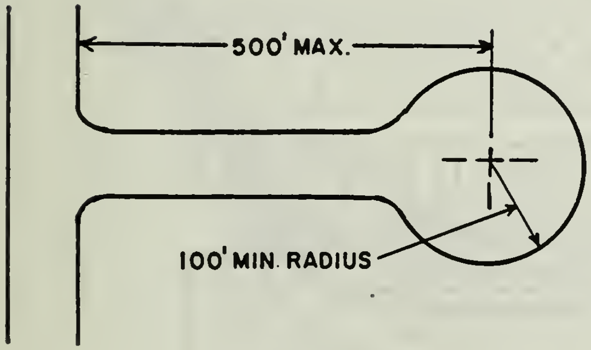
SELECT STREET DESIGN STANDARDS

STREET INTERSECTIONS

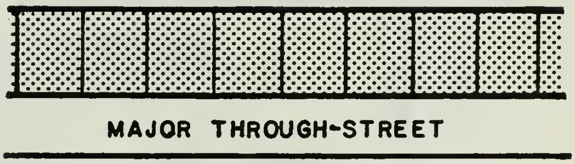


PREFERRED LESS DESIRABLE

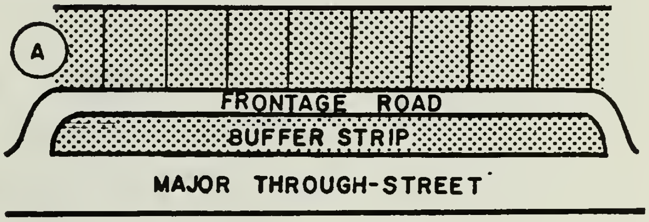
CUL-DE-SAC



HIGHWAY AND STREET ACCESS



UNDESIRABLE DESIGN
SAFETY HAZARD



PREFERRED DESIGNS(A,B)

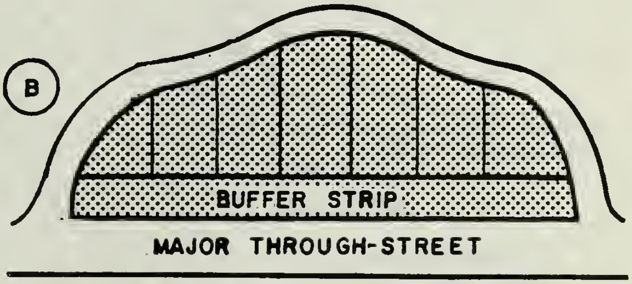
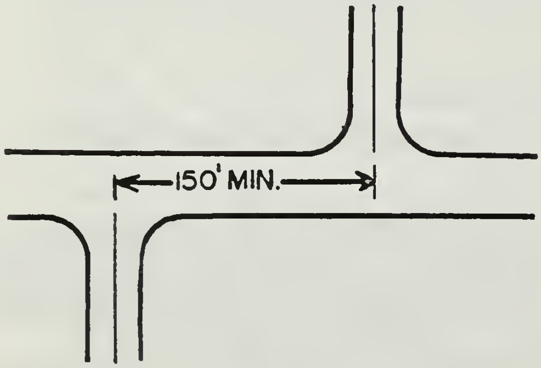
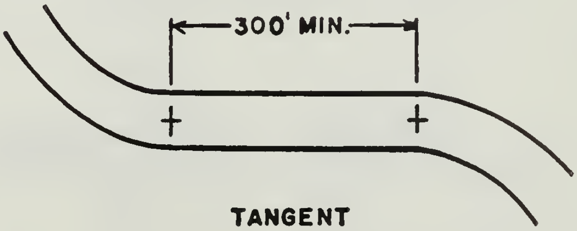


PLATE 32

SELECT STREET DESIGN STANDARDS

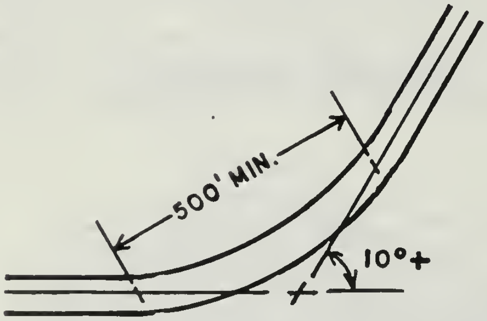


STREET JOG

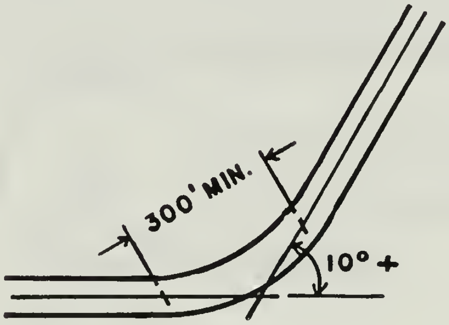


TANGENT

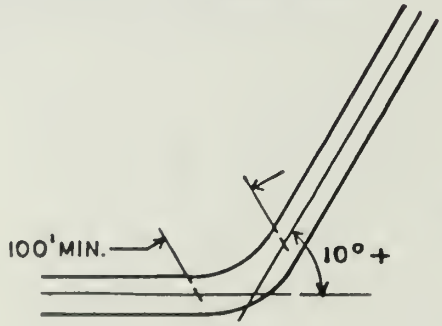
SIGHT DISTANCE



ARTERIAL



COLLECTOR



LOCAL

PLATE 33

TWO POOR STREET DESIGNS AND LOT LAYOUTS

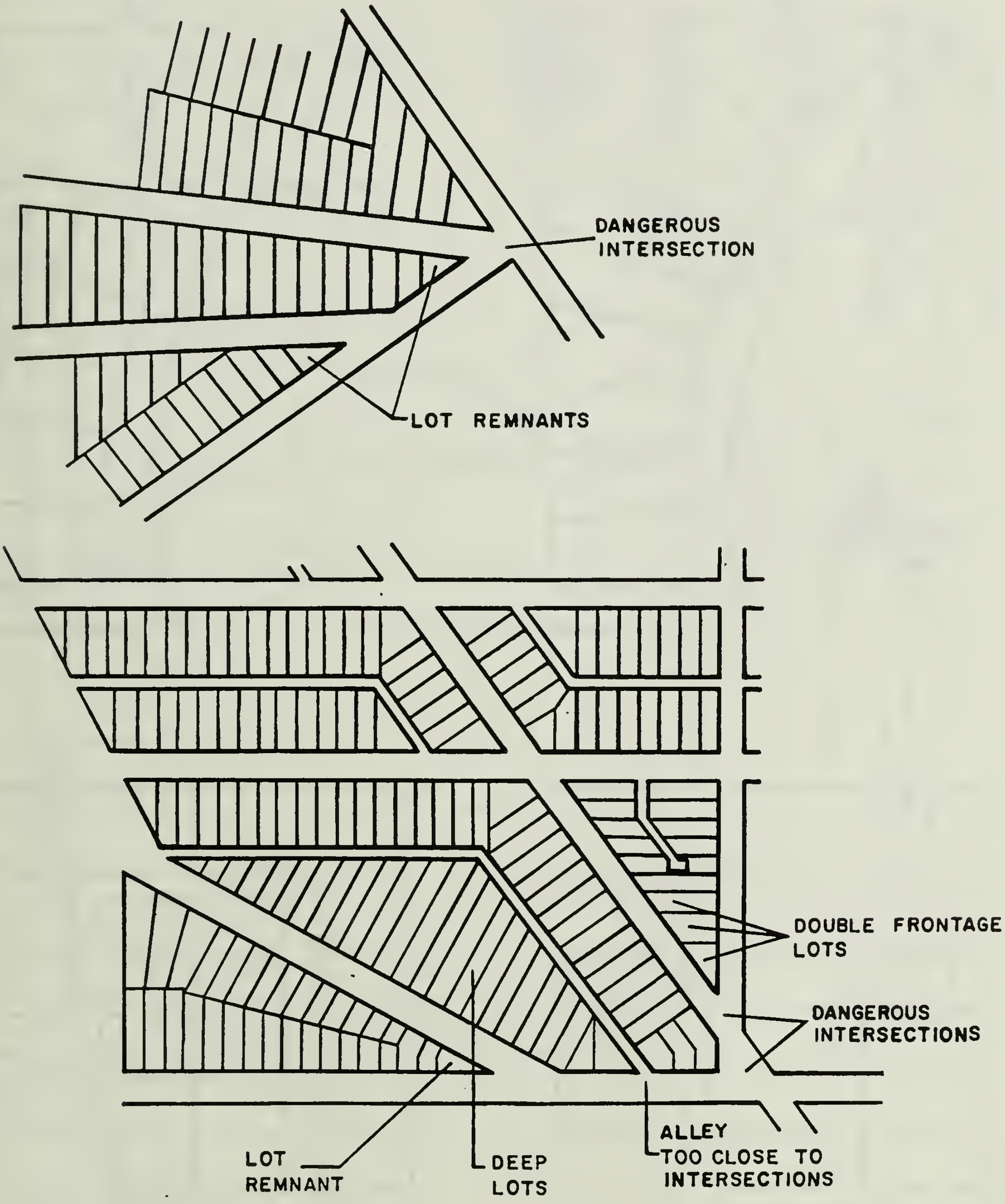
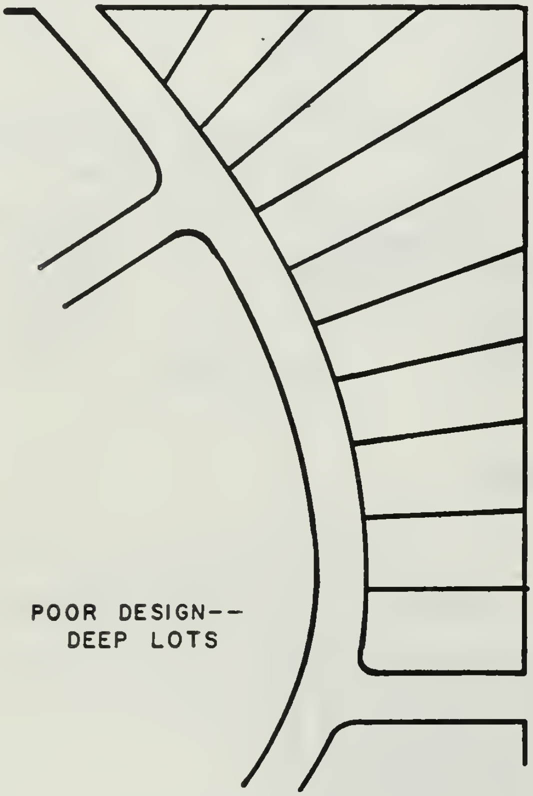


PLATE 34

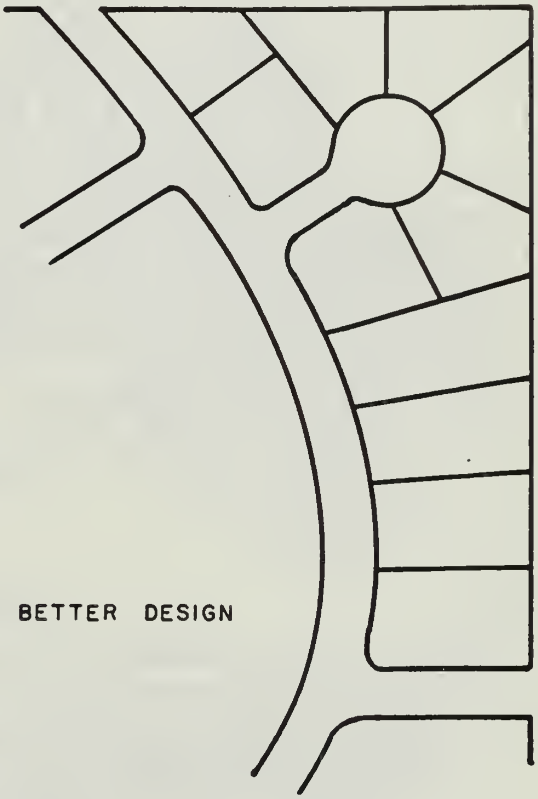
SAMPLE LOT DESIGNS

A



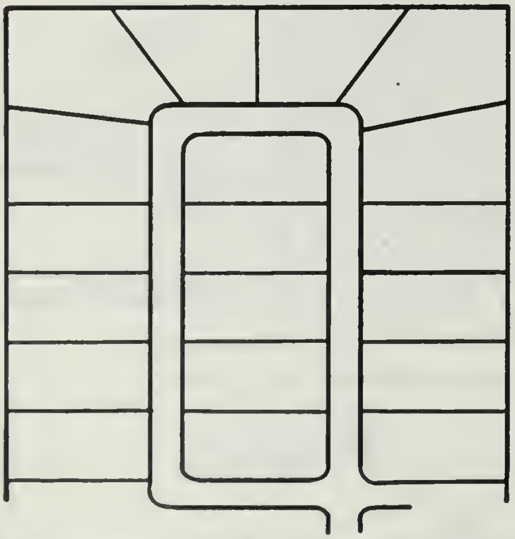
POOR DESIGN--
DEEP LOTS

B



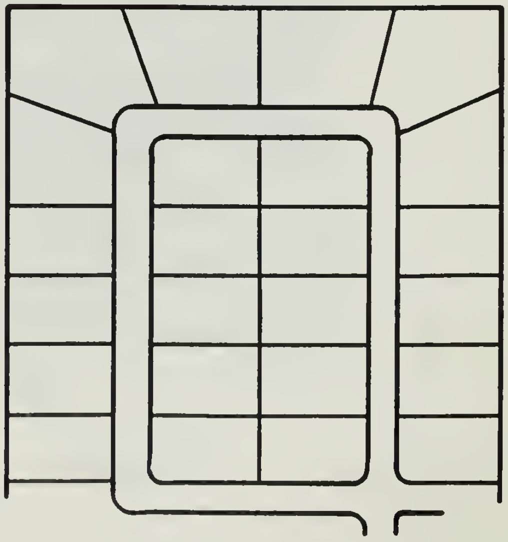
BETTER DESIGN

A



POOR DESIGN--DOUBLE FRONTAGE LOTS

B



BETTER DESIGN

PLATE 35

SKETCH PLAN

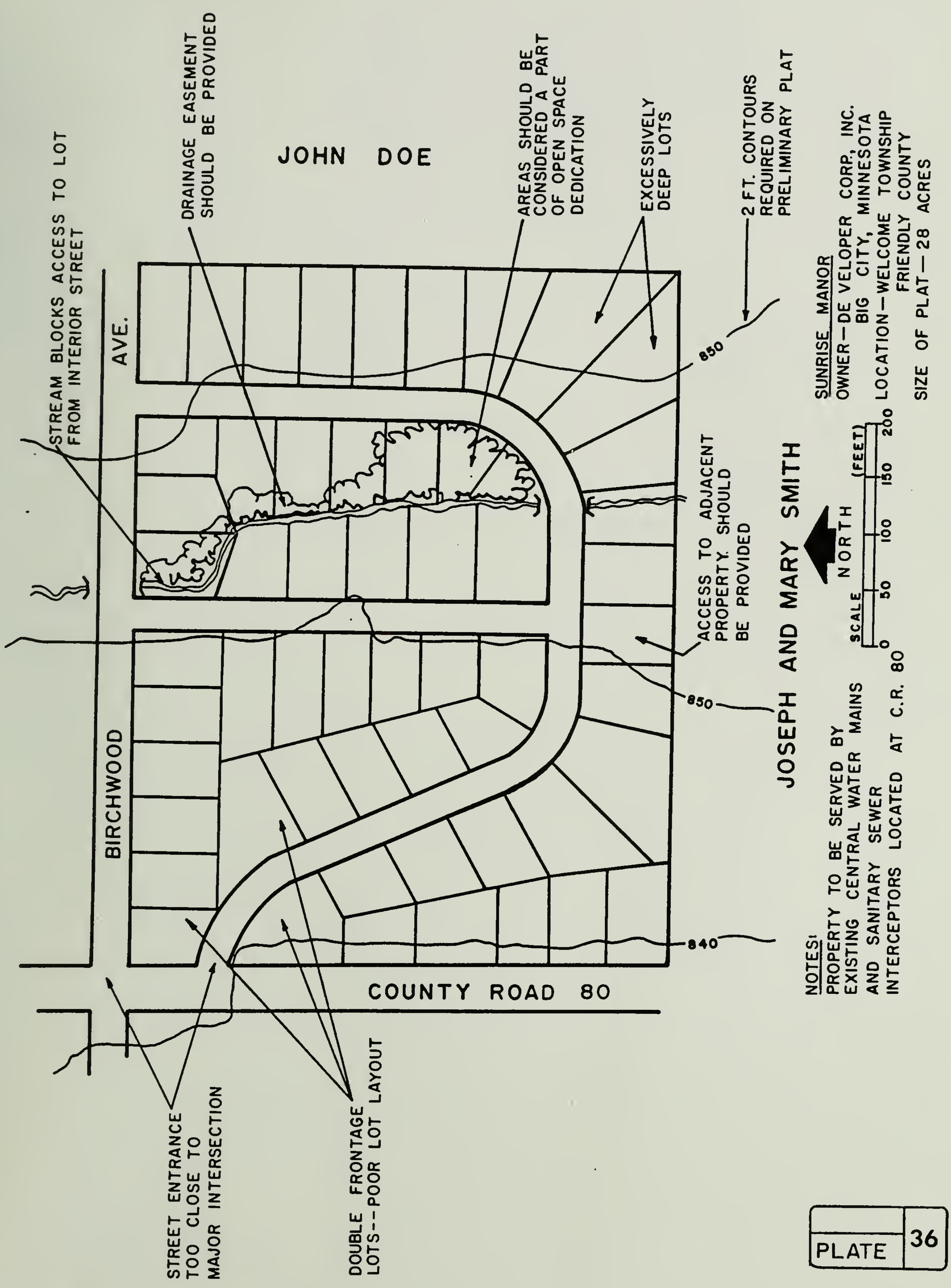

STREAM BLOCKS ACCESS TO LOT FROM INTERIOR STREET
DRAINAGE EASEMENT SHOULD BE PROVIDED
JOHN DOE
AREAS SHOULD BE CONSIDERED A PART OF OPEN SPACE DEDICATION
EXCESSIVELY DEEP LOTS
2 FT. CONTOURS REQUIRED ON PRELIMINARY PLAT
SUNRISE MANOR
OWNER—DE VELOPER CORP., INC.
BIG CITY, MINNESOTA
LOCATION—WELCOME TOWNSHIP
FRIENDLY COUNTY
SIZE OF PLAT—28 ACRES
AVE.
BIRCHWOOD
850
850
840
ACCESS TO ADJACENT PROPERTY. SHOULD BE PROVIDED
JOSEPH AND MARY SMITH
NORTH
SCALE (FEET)
0
50
100
150
200
COUNTY ROAD 80
NOTES:
PROPERTY TO BE SERVED BY EXISTING CENTRAL WATER MAINS AND SANITARY SEWER INTERCEPTORS LOCATED AT C.R. 80
STREET ENTRANCE TOO CLOSE TO MAJOR INTERSECTION
DOUBLE FRONTAGE LOTS--POOR LOT LAYOUT

PLATE 36

CHAPTER 8

PUBLIC FACILITY CHARACTERISTICS

PUBLIC FACILITY CHARACTERISTICS

INTRODUCTION

Any community has its share of facilities designed for use by residents and visitors alike. Each is designed around a specific use or with a particular purpose in mind. Facilities range from buildings intended for use by the general public (such as community or civic centers), buildings with specific limited uses (fire houses, police stations), and areas designated for public use (parks and recreation areas). This chapter will describe and analyze the various public facilities in Fennimore. Plate 37 shows the location of city public facilities.

CITY ADMINISTRATION

The city's municipal building, located at 860 Lincoln Avenue, houses several city facilities including the city offices, council chambers, the fire department and rescue squad, the police department, utilities offices, the city assessor's office, and the American Legion. Also contained in the building is a large community auditorium. The building was constructed in 1952 and recently remodeled in 1985 at a cost of $188,000. Repairs to the roof amounted to almost 70 percent of the total, or $130,000. The city employs a city clerk, a billing clerk, a utility cashier, a public works director, and a city assessor (on a contractual basis). Deficiencies include lack of office space, not enough space to adequately store city records, and the fact that portions of the original piping of the heating system may need replacement in the near future.

PROTECTION FACILITIES

Police Department

The Fennimore police department consists of five full-time officers including the chief of police. The department is open twenty-four hours and is housed in the municipal building. Although an officer is on duty at all times, there is not always a person in the office. When this occurs, the department utilizes an answering service to record calls. The department has two patrol cars, using one for active duty and one as a standby. There are no incarceration facilities in Fennimore--offenders are housed in the Grant County jail in Lancaster. Because of its proximity to the elementary school, state regulations may require the facility to relocate. This issue is not yet resolved since, as stated above, the Fennimore Police Department does not keep prisoners. Incarceration of prisoners is one of the criteria used to determine facility distance from public buildings.

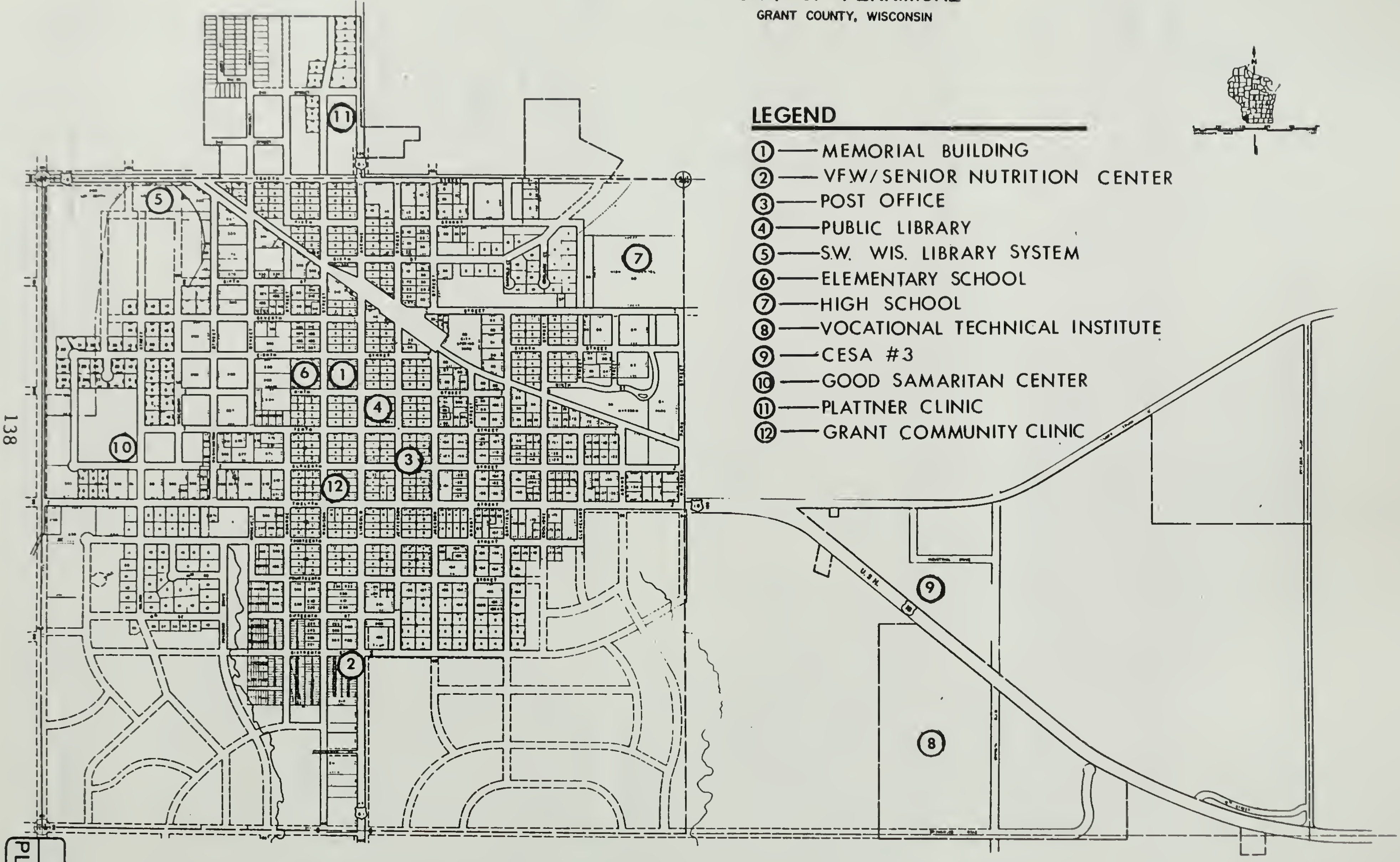
Fire Department

The Fennimore Fire Department consists of about forty volunteer members. The department is responsible for fire protection services to parts of seven townships surrounding Fennimore, plus the city itself. The department is controlled by a Fire Board comprised of members from the city and the townships served by the department. An eleven member volunteer rescue squad is connected with the fire department.

Built in 1952 as part of the municipal building, the fire station remains in excellent shape and adequately meets the needs of the department. At the present time, however, the station is filled to capacity with no opportunity for expansion should that be needed. The department maintains five vehicles which are owned by the Fire Board. These include a 1986 pumper with a storage capacity of 1,000

PUBLIC FACILITIES

CITY OF FENNIMORE
GRANT COUNTY, WISCONSIN



LEGEND

- ① — MEMORIAL BUILDING
- ② — VF.W/SENIOR NUTRITION CENTER
- ③ — POST OFFICE
- ④ — PUBLIC LIBRARY
- ⑤ — S.W. WIS. LIBRARY SYSTEM
- ⑥ — ELEMENTARY SCHOOL
- ⑦ — HIGH SCHOOL
- ⑧ — VOCATIONAL TECHNICAL INSTITUTE
- ⑨ — CESA #3
- ⑩ — GOOD SAMARITAN CENTER
- ⑪ — PLATTNER CLINIC
- ⑫ — GRANT COMMUNITY CLINIC

PLATE 37

gallons and a pumping capacity of 1,250 gallons per minute, a 1965 pumper with 800 gallons of storage and a pumping rate of 750 gallons per minute, 1,800 and 1,500 gallon capacity tankers, and a four-wheel drive brush truck with 300 gallons of capacity. Each vehicle is radio equipped. In addition, both pumper trucks are equipped with a county radio to communicate with county emergency vehicles.

Emergency calls are relayed through the department's answering service. Many department members have home warning devices to alert them to fire calls. The city has a Class 6A fire rating which is the maximum the city can have and still maintain a volunteer department. The next classification would require the city to maintain a full-time department.

SANITATION AND MAINTENANCE

Refuse Collection

Fennimore operates its own solid waste disposal site which is located in the industrial park and is five acres in size. The city has signed an agreement with the Department of Natural Resources to close the landfill by 1999. After that time, the city is responsible to maintain and monitor the site for pollution hazards for a period of twenty years. An escrow account has been established to cover the costs during this period. After closure, the city should explore disposal options with other communities in the county. Should the proposed incinerator at Muscoda develop, an option for the city would be to hall all community waste to that incinerator. The county has already passed a flow control ordinance which would direct all waste generated in the northern part of the county to the proposed Muscoda incinerator. This would obviously include Fennimore.

The city collects residential wastes on Wednesday and Thursday, while commercial wastes are picked up on Tuesday and Friday with a trash compactor truck. The city owns two trucks and employs two persons full time to pick up refuse. Disposal costs run $33,000 per year, with additional landfill costs of $5,000.

Street Maintenance

The street department consists of five full-time employees and is housed in the street and utility garage on Seventh Street. The department is responsible for flood control, snow removal, maintenance and construction of streets, and maintenance of the cemetery and the city parks and grounds. Equipment used includes five dump trucks, two front end loaders (one rubber wheel and one tracked), a motor grader with snow wing, three snow plows, a snow blower, a water wagon, a wobble wheel roller, one John Deere tractor and bucket with mowing reels and one garden-type lawn mower, a pick-up truck, and a street sweeper.

LIBRARY SERVICES

Fennimore Public Library

The public library is located at 925 Lincoln Avenue and is perhaps the most visibly striking historical building in Fennimore. The building is listed on the National Register of Historic Places. There is one full-time and two part-time persons employed plus a janitor. The library is open from 10:00 a.m. to 8:00 p.m. Monday; 2:00 p.m. to 8:00 p.m. Tuesday through Thursday; and 10:00 a.m.to 2:00 p.m. Saturday. Friday and Sunday the library is closed. Twice per week the library sponsors a children's story hour and will also be implementing a senior citizen outreach program, making book collections available at the Good Samaritan Center and elderly housing complexes. Currently, the library has 21,077 volumes of books and 59 periodical titles at hand. Because of its lack of handicapped access and limited space, the library will need to consider partial renovation or expansion in the future to address these problems.

Southwestern Wisconsin Library System

This project was started in 1959 by the librarians of the five counties of southwestern Wisconsin--Crawford, Grant, Iowa, Lafayette, and Richland. The first two years of its history, it was operated with a Federal Grant as a pilot project under the Library Service Act. Eighteen communities in the five-county area cooperated. After two years, it was taken over by the five county boards. Its general purpose was to provide the five counties with book selection tools, to improve the library resources of the area by providing book selection meetings, to provide a clearinghouse for book orders, to process and catalog the books and make them ready for the shelf, to promote inter-library loans, and to encourage the development of a complete regional library service.

The governing board consists of 15 members, including one from each of the five cooperating county boards and the remainder appointed on the basis of county population. The Library System serves 27 libraries throughout the five counties as well as 33 school districts with reference and referral services. The project also provides centralized processing and purchasing for the same 27 libraries plus one school district.

The Library System is located at 1775 Fourth Street and employs 12 full-time and 2 part-time persons. The office is open from 8 a.m. to 5:00 p.m. to offer administrative processing and assistance to area librarians. In addition to the over 70,000 books and audio-visual material, the Library System operates an area bookmobile. The bookmobile makes 46 stops and in 1985 averaged a circulation of 5,000 volumes per month, or between 50,000 to 60,000 books for the year. The bookmobile operates 15 days per month with each community receiving one day per month service.

UTILITIES AND COMMUNICATION FACILITIES

Gas Distribution System

A high pressure gas pipeline owned by Northern Natural Gas Company brings natural gas into Fennimore. Gas distribution and operation within the city is controlled by Wisconsin Gas Company of Lancaster. Records of the Wisconsin Gas Company indicate 552 gas customers in the city. There appears to be no problem in meeting future demands for gas as supply and pressure are adequate.

Water, Sewer, and Electric Distribution Systems

Each of these will be discussed in more detail in the section dealing with "Utilities." There are approximately 913 water meters, 894 sewer hook-ups, and 1,175 electric meters in the city. The water department and the municipally-owned electric utility share four full-time employees as well as two pick-up trucks. In addition, the electric utility has a High Ranger bucket truck plus another bucket truck for pole setting at their disposal, plus a trenching machine. It is a policy of the city that all new utility lines be buried. The system presently does not meet the total electric demand of city residents and should be upgraded from 2,400 volts to 4,160 volts. Reconstruction work is needed north of Seventh and south of Thirteenth Streets.

The city has three wells for its water supply, each between 800 and 1,000 feet deep. In addition, there are two elevated storage tanks with a combined capacity of 400,000 gallons. The sewer department consists of two full-time and one part-time employee. The department shares a John Deere tractor with a snow bucket with the street department. In addition, the department has a jet vacuum, a wet sludge tank, and a pick-up for its use. A new sewage treatment plant, completed in 1980, is located south of the city limits.

Postal Service

The U.S. Post Office, located at 1090 Twelfth Street, employs four full-time persons (including the post master) and six part-time workers. In addition to the City of Fennimore, the post office serves the Townships of Fennimore, Hickory Grove, Mount Ida, North Lancaster, and Wingville. The Village of Stitzer is also served. There are 1,016 postal stops in the city and 505 rural boxes along the two rural routes. The post office is classified as a Level G, First Class Post Office.

Newspaper

The only newspaper officially serving Fennimore is the Fennimore Times, with offices located at 1196 Lincoln Avenue. There are two full-time and one part-time employee. In addition, one employee is retained on a commission basis. The Times serves Fennimore and the surrounding villages and townships with a circulation of about 2,000 subscribers.

Other

About six radio stations primarily serve the Fennimore area. These include WJTY in Montfort, WDMP Dodgeville, WTOQ and WKPL in Platteville, and WGLR and WAXL in Lancaster. In addition, WRCO from Richland Center and WPRE in Prairie du Chien also broadcast into the area.

Fennimore is served by the Fennimore Telephone Company, a subsidiary of Telephone Data Systems located in Verona, Wisconsin. The company has four full-time and one part-time employee and has offices at 1140 Lincoln Avenue. The telephone company serves an area of approximately five square miles around Fennimore (about nine miles toward Castle Rock) and presently has about 1,550 access lines. Tri-State Cable Vision provides cable television feed into the city with competitive base rates. There is no local broadcast or up-link capability with the service.

EDUCATIONAL FACILITIES

Fennimore is fortunate in having a variety of educational opportunities open to community residents. Not only is there a fine public school system serving Fennimore and the surrounding area, but a regional vocational technical school is also located in the community. These and other educational support services will be discussed in more detail in this section.

Fennimore School District

The Fennimore School District serves the educational needs of kindergarten through 12th grade students. The system is divided between two facilities--the elementary school and the high school. The buildings themselves have the following characteristics:

Elementary School:

Location: 830 Madison Street
Date of Construction: 1967--Since that time, a 10-classroom addition has been constructed with additional space for a computer lab and support staff office space

Grades Served: K-7
Present Enrollment: 601

High School:

Location: 510 Seventh Street
Date of Construction: 1951--An 8th grade addition was constructed in 1961
Grades Served: 8-12
Present Enrollment: 337

Both facilities are in excellent condition and are very sound structures. The elementary school contains a library, a gymnasium, an art room, an instrumental music room, an elevator to provide access for handicapped individuals, and handicapped-accessible washrooms. The high school also has instrumental music and art rooms; a gymnasium with a stage; agriculture and industrial arts shops; business education, home economics, and computer labs; and a library with a full-time librarian. Outside is an athletic complex and across the street are public tennis courts and a swimming pool. The district has a bus garage and 14 buses for transportation of students.

There are approximately 99 staff members in the school district. These consist of the following positions:

Administrative:	3	Custodians:	6
Bookkeeper:	1	Elementary Teachers:	35
Bus Drivers:	12 + subs	Program Support: (speech & guidance counselors, psychologist)	5
Clerical:	3		
Clerical Aide:	1		
Cooks:	6 + servers	Senior High Teachers:	25
		Special Teachers Aides:	2
Sub-Total	26		73
Total	99		

According to Fennimore's school superintendent, some growth of the district can be expected in the next five years. The elementary school should continue to experience stable or very slight growth. Based upon the under-class student population, however, the high school should experience a growth of about 75 to 80 students in the next five years. Both the elementary and high schools have room for growth. In the case of the high school, there is considerable room for such growth, with the ability to absorb an additional 100 students without problems. Recently the Fennimore School District consolidated its classrooms, closing facilities in Mt. Ida, Stitzer, and the "White" building downtown. All district elementary students now attend classes at the elementary school building in Fennimore.

The school district offers a number of special programs at all levels of education. These programs include those for the physically multi-handicapped, the hearing and speech impaired, the language and learning disabled, the educable mentally retarded, and the emotionally disturbed. The district also offers Chapter 1 programs for students and contracts with CESA 3 for physical and occupational therapy as well as adaptive physical education classes. The elementary school is wired for cable television and has access to educational programs broadcast over cable networks. In addition, the school district has access to computer courses via a modem and is instituting an ETN hookup to allow for inter-district communication.

Southwest Wisconsin Vocational-Technical Institute

The Vocational-Technical Institute, located in Fennimore, began offering classes to area residents in 1967. The campus consists of seven buildings all constructed within the last twenty years and are in excellent condition. In addition, the campus grounds are attractively landscaped.

The school employs about 161 full-time personnel which includes 16 administrative staff, 75 instructional staff, and 70 support staff. There are 53 full-time accredited programs which fall within five divisions: trades and industry, business and marketing, home economics, nursing, and agriculture. The enrollment for the 1986-87 school year is expected to be 1,310 full-time students, 570 part-time students, 520 farm-training students, and 15,000 persons enrolled in the part-time adult and continuing education programs. Future enrollment is projected to continue to fall within the 1,300-1,400 student range. The school's projected 1986-87 budget is $9,591,243.

At the present time the Vocational Technical School has no problem handling the student demand. Class schedules can be adjusted to accommodate an increased number of students. During the 1986-87 year, an addition was completed to the school kitchen to serve as a retail bakery production facility. Should the need present itself in the future, the school is contemplating an enclosed addition between building numbers 400 and 500 to be used as classroom space, as well as the construction of a day-care building. No definite plans are in the works for either of these projects at the present time, however. The Southwest Wisconsin Vocational-Technical Institute Foundation, a separate entity from the Vocational Technical School itself, is pursuing the development of a wellness and conference center to serve area needs. The recent slow down in the area's economy has delayed the project and extended the time frame.

The major problem presently facing the Vocational Technical School is funding. By law, the school can levy a maximum of 1.5 mils and is at that level. Problems with the farm economy, upon which the region is heavily dependent, have resulted in a drop in the value of farmland and, consequently, the tax base. This means that the revenue generated by a 1.5 mil levy today results in less money than several years ago. As a consequence, the school has had to cut it's budget by over $1 million in the past year. Improvements in the regional economy would only serve to help the situation.

Cooperative Educational Service Agency 3

The Cooperative Educational Service Agency (CESA) 3 is located at 1300 Industrial Drive. The agency, established in 1965 as CESA 14, has been located in the city since that time. In July 1984, all CESA's state-wide were reorganized from 19 agencies to the present 12. At that time, CESA 14 became CESA 3. The agency employs 66 persons including 43 teaching and administrative positions and 23 secretarial and clerical positions.

The Cooperative Educational Service Agencies are designed to serve K-12 educational needs in all areas of Wisconsin by acting as a link between school districts and the State Superintendent, Department of Public Instructions. Cooperative Educational Service Agencies may provide leadership and coordination of services for school districts including such programs as curriculum development assistance, school district management development, coordination of vocational education and exceptional education, research, special student classes, human growth and development, data collection, processing and dissemination, and in-service programs.

The personnel may act as advocates for vocational education in the secondary education arena and serve as a communication link between business, industry, government, and schools. They encourage the development of vocational education programs in local schools and provide leadership to initiate and implement these programs. The Cooperative Educational Service Agencies has received Job Training Partnership Act (JTPA) funds to serve economically disadvantaged students, many of whom are "at-risk" of dropping out of school. Job Training Partnership Act projects provide advocacy for the students within the school system, basic skills remediation, and pre-employment skills development. In addition, students are placed at local businesses for on-the-job training experiences (employer is reimbursed half the student's wages for training these students), work experience, and job shadowing. These work experiences encourage business and school partnerships, and help the student make a successful transition to the world of work.

According to CESA 3's administrator, the future of CESA's in the state looks promising. Societal and educational needs are increasingly turning toward information and networking. These are areas in which CESA's specialize. In addition, CESA's can play a major role in both curriculum and staff development--areas critical to education.

HEALTH CARE AND COMMUNITY FACILITIES

In addition to traditional health care facilities, Fennimore contains a specialized care center. These facilities serve not only Fennimore, but constituents outside of the city as well. Each is detailed below.

Lancaster Memorial Hospital

The Lancaster Memorial Hospital, located at 507 South Monroe in Lancaster, serves an area encompassing Fennimore to the north, Bloomington, Cassville, and Potosi/Tennyson to the west and south, and part way between Lancaster and Platteville, Livingston, and Montfort. The hospital has a total of 35 beds, with an occupancy rate of about 47 percent. The seven physicians at the hospital are on staff at the Grant Community Clinic. In addition to the doctors, there are 28 RN's, 20 LPN's, 12 nursing assistants, and 4 ward clerks. The hospital provides outpatient, emergency room, and obstetrics care. In addition, there are three ophthalmologists available three times per month from Dubuque and Madison, and surgery, physical respiratory therapy, x-ray, nuclear medicine, and mammography services conducted through the hospital.

Memorial Hospital of Boscobel

Located at 205 Parker Street, the Memorial Hospital of Boscobel serves Fennimore as well as a region encompassing an area from Gays Mills to Muscoda and Avoca. The hospital is licensed for 36 beds but must cut back to 28 beds in the hospital proper because of an 8-bed psychiatric unit added to the associated nursing home. The occupancy rate is approximately 55 percent for the hospital, 30 percent for the psychiatric unit, and 93 percent for the 96-bed associated nursing home. Of the 169 employees, 7 are full-time doctors on staff, 10 are consulting staff, 25 are RN's, and about 8 are LPN's. The remainder are clerical, janitorial, and other help. The hospital's services include short-term acute care, long-term care, alcohol and drug detoxification units, psychiatric care, outpatient care, and emergency room service. In addition, ten of the hospital's beds are classified as "swing beds," that is they can be used either as short-term acute or long-term care depending on need. In order to qualify for admittance to the nursing home, persons must require nursing supervision on a regular basis.

Plattner Clinic

The clinic is located at 220 Lincoln Avenue and employs a staff of three. These include an RN, a receptionist, and an office manager. The clinic is served by a family practitioner on a regular basis and an orthopedic surgeon from Madison every Wednesday. In addition, the clinic is visited by a specialist in internal medicine from Boscobel every third Wednesday and a hearing specialist on the second and fourth Thursday of the month. Office hours are from 8:00 a.m. to 4:30 p.m. Monday, Tuesday, Wednesday, and Friday (on Wednesday the clinic is also open from 6:00 p.m. to 8:00 p.m.), 8:00 a.m. to 12:00 p.m. Thursday, and 8:00 a.m. to 10:00 a.m. Saturday. After hours, emergency calls are handled by Dr. Aguilar.

Grant Community Clinic

The clinic is a satellite of Grant Community Clinic in Lancaster and is located at 1255 Eleventh Street. The staff consists of one full-time RN, one full-time receptionist, and one part-time medical office aide. The clinic is served by one full-time physician position which is handled by two half-time doctors. One doctor is a general practitioner and the other is an osteopath. One-half day per week a surgeon is also available to treat pre-operative and post-operative patients. The clinic hours are 8:00 a.m. to 5:00 p.m. Monday through Friday, and 8:00 a.m. to 10:00 a.m. Saturday. After hours emergencies are handled by the Lancaster Memorial Hospital.

Dental Facilities

Fennimore has three dentists which serve the community. Dr. Heberlein, located at 974 Lincoln Avenue, is open four days per week with flexible hours. In addition to the doctor, the office employs a receptionist/assistant. Dr. Lofthouse is housed as part of the Plattner Clinic at 220 Lincoln Avenue. The office employs a dental assistant and a part-time receptionist in addition to the doctor. A dental hygienist is hired on a contractual basis. The office is open from 9:00 a.m. to 5:00 p.m. five days per week. The third dental clinic in Fennimore is owned by Dr. Lomas and is located at 1136 Lincoln Avenue.

Good Samaritan Center

The Good Samaritan Center is a skilled nursing home located at 1850 Eleventh Street and offers such services as a 24-hour nursing staff, and occupational and physical therapy programs for residents. The only requirements for accepting patients are that they be over 18 years old, not dangerous to themselves and, for the most part, can not care for themselves. No restrictions exist as to service area or geographic location. There are four independent-living apartments available for those residents able to basically care for themselves. The center has 88 beds and presently is full. Occupancy generally averages 95 percent. The 80 staff persons include staff in professional nursing, therapy, dietary, housekeeping, laundry, patient activity, social services, and administration. Most patients are residents of the center, although there are some services to outpatients such as day care and respite care.

Senior Nutrition Site

The senior nutrition site is housed in the VFW building at 1620 Lincoln Avenue. The site has been operating for nine years and is a congregate site serving meals to seniors at least 60 years old, offering an opportunity for socializing as well. The site in Fennimore is one of ten nutrition sites in Grant County.

Meals are served Monday through Friday at 12:00 noon, while some meals are also delivered at 11:30 a.m. to seniors that are shut-ins. In order to qualify for home-delivered meals, seniors who will not be able to come to the site for a week or more must be certified as unable to attend the meal site by a doctor, nurse, or social worker. The meals, which cost over $3.00 each, are prepared at the Vocational-Technical School. The program is federally subsidized and participants are asked to donate toward the cost of the meal. The average donation is $1.25 per congregate meal and $1.50 for home-delivered meals.

The staff consists of one paid part-time position and 1-3 volunteers per day at the congregate site. Other volunteers help in meal delivery. Approximately 35 persons per day are served at the site. On Tuesdays a bus carries seniors from around Fennimore, Stitzer, and Livingston to the site, while on Wednesday, participants are transported from Fennimore, Stitzer, and Montfort. The Fennimore site also provides supplies to the other meal sites throughout the county.

CEMETERIES

There are two cemeteries serving Fennimore, adjacent to one another. The cemetery site is located about one-half mile outside of the city limits on U.S. Highway 18 West. Prairie Cemetery is owned by the city, while St. Mary's is immediately adjacent to it and is owned by St. Mary's Catholic Church. Of the 12.5 acre site, the Prairie Cemetery occupies 9.5 acres. Begun in 1862, Prairie Cemetery was operated by the Prairie Cemetery Association until 1957 when the city took over operation. Cemetery expansion will be necessary in the future, although no problem in obtaining sufficient land is anticipated.

PARKS AND RECREATION

The City of Fennimore received a consistent though modest population growth during the years following 1950. In 1970, the city's population was at 1,861 and by 1980, it was 2,212. This figure will increase to about 3,797 by 2010 (see Table 1). Much of Fennimore's existing and projected population growth can be attributed to expansion of its industrial base and to the vocational school campus. Another factor of importance to the city's growth is its obvious interest in providing its residents with good public services, recreation being one such service.

TABLE 1

POPULATION TRENDS[1]

1960	1970	1980	1990	2000	2010
1,747	1,861	2,212	2,653	3,179	3,797

Based on the DNR standard of providing 12 acres of recreation area per 1,000 population, Fennimore's recreational acreage requirements for 1980 and 2010 have been estimated at 26.5 and 45.6 acres respectively. Lands considered suitable for meeting these needs may, or may not, be in public ownership but, in every instance, they must be available for public use with only a minimum number of restrictions. The following inventory describes the areas devoted to public recreation in Fennimore regardless of their level of development. Plate 38 identifies their locations.

---

[1] U.S. Department of Commerce, Bureau of the Census, 1960-1980 Census of Population (Washington, D.C.: U.S. Government Printing Office); and Southwestern Wisconsin Regional Planning Commission (Projections).

EXISTING RECREATION AREAS

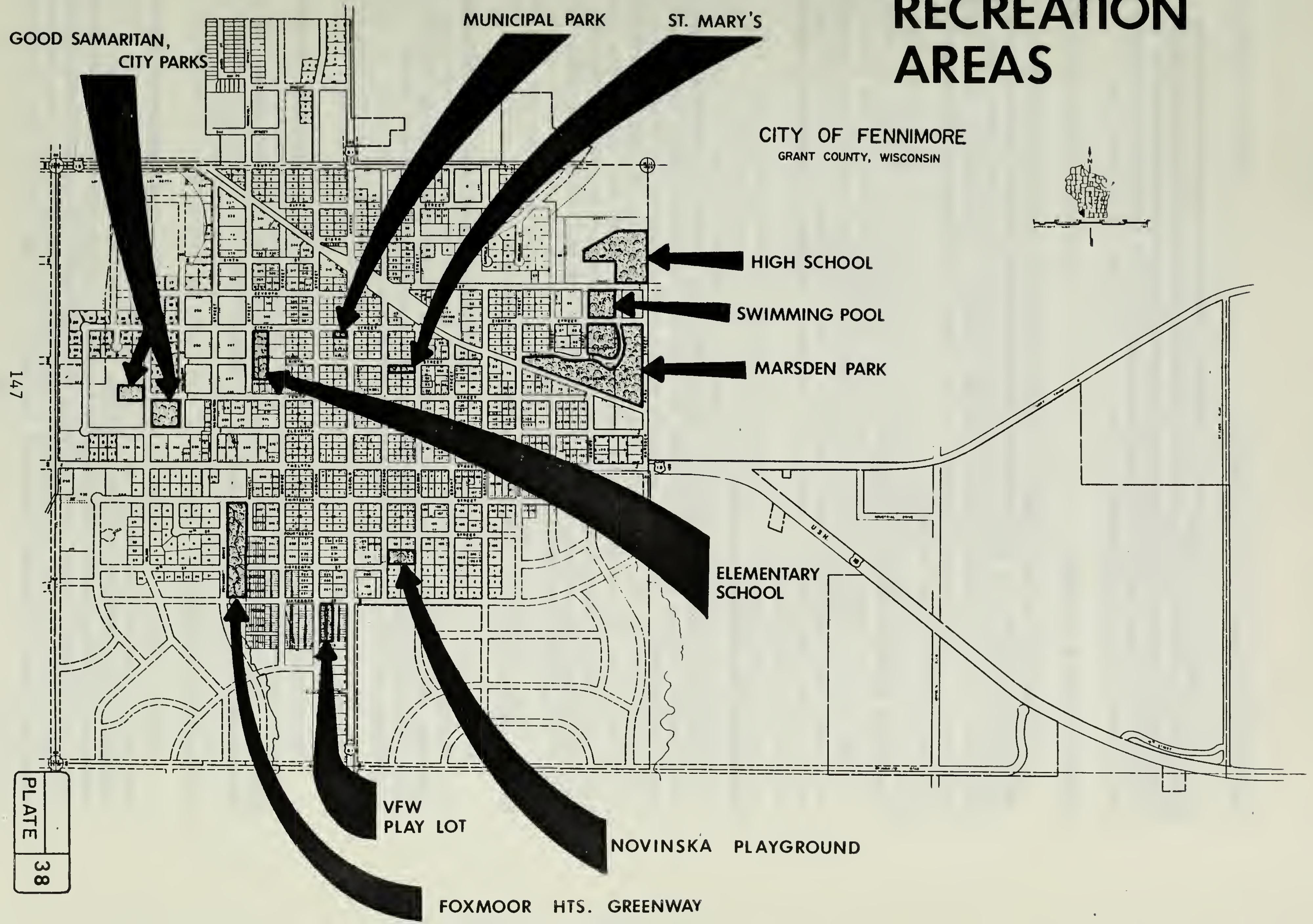


PLATE 38

Fennimore Elementary School (3 acres)

This neighborhood playground is equipped with two basketball courts and a basketball standard, a ball field suited to children's use, and an excellent assortment of playground apparatus on an asphalt playing surface. All of the facilities at this school-owned recreation area are in serviceable condition and the grounds are well maintained.

Municipal Park (.25 acre)

Although this area is small, it is very important to the community's recreation program. It is classed as a city-wide park despite its size as its three picnic tables and three park benches are used almost exclusively by Fennimore's older residents and by passing travelers. The park is shaded and well maintained. It is located adjacent to the Memorial Building where restrooms and drinking fountains are available.

St. Mary's Catholic Church (.50 acre)

The single recreation facility provided by this neighborhood playground is a small ball field suited to small children's use. The area is of only marginal value to the city's overall recreation program. Additional development would increase its importance.

Fennimore High School (13 acres)

This is a city-wide park that also serves as a community park and neighborhood playground by virtue of the fact that it provides recreation for young adults almost exclusively. It offers a metric track with a grassed infield for playing football and soccer and "golf chipping." The park also has a lighted football field and fields for softball and baseball, both of which are lighted for night play. It also provides a large, level, grassy expanse of open space that is suitable for a wide variety of other field games and such space-demanding activities as kite and model airplane flying.

Hickory Grove Community Golf Course (N/A)

The course is located on an 80-acre tract three miles north of Fennimore on U.S. Highway 61. Its membership is primarily drawn from the two communities of Fennimore and Boscobel. This 9-hole course has a 3,230 yard fairway over rolling land. The site also has a clubhouse, a small pro shop, shower and locker facilities, as well as a bar and eating facilities.

Swimming Pool (1 acre)

The swimming pool is a city-wide park because it offers the only public swimming opportunity in the city. In 1985 the pool underwent reconstruction including the construction of a new bathhouse and filter system, new diving board, new towers, new lighting, new piping, and new deck.

Marsden Park (7 acres)

Marsden Park is a city-wide park and the most important park in Fennimore despite its not being owned by the city. The facilities it provides are numerous. Included among them are 114 picnic tables, 5 grills, 3 shelter buildings, a large number of playground apparatus, 3 tennis courts, modern restrooms, a basketball court, a volleyball court, and drinking water outlets. The park also provides an open space softball area for sandlot/pickup games. The park is almost entirely shaded by trees. Although this park is fairly well maintained, some improvements are needed.

City Farm (80 acres)

City Farm is a section of the annexed (1968) industrial park that is largely unsuited to industrial development because of its rough terrain. It is also the city's solid waste disposal site. No development plans have been prepared for this area as yet but it is generally recognized that its 80 acres offer ample space for developments of county wide as well as local significance.

Arbor Vitae Park (2.5 acres)

The park is developed to include a picnic area, restroom facilities, playground apparatus, physical fitness area obstacle course, as well as an area for field games and public open space use.

VFW Playlot (.25 acre)

The VFW Playlot is located on the corner of Madison and Sixteenth Street and is owned by the VFW. It is included here because it provides an open space area for pickup games, such as sandlot football and softball. There are no improvements.

Novinska Playground (.25 acre)

This is a privately-owned playground located in the southeastern corner of the city. It is approximately 100 x 120 feet in size. Although very heavily used, it is well maintained and is in good condition. Equipment at the playground includes a basketball court, football uprights, a merry-go-round, teeter-totter, and softball backstop.

Good Samaritan Center (.50 acre)

This is a privately-owned neighborhood playground located on the western edge of the city. It is owned by the Good Samaritan Home and was originally intended for use by visitors to the home, although neighborhood children do use it. The Lions Club has added two picnic tables, swings, a slide, a merry-go-round, and softball backstop. It is approximately .50 acre in size.

Foxmoor Heights Greenway (3.6 acres)

This city-owned greenway is Fennimore's newest acquisition of park and open space. It is located between Roosevelt and Washington Streets in the southwest quarter of the city. The park is in a partial flood plain area of the Gregory Branch portion of the Grant River. The area was previously in farm pasture and is suited to recreational use. Improvements are needed.

Vocational School Campus (N/A)

The campus grounds contain one basketball court, two tennis courts, a softball field, and a children's playground area. For the present, however, these facilities will have only marginal value for non-students because of their inaccessibility and because the extent of their use by vocational students is unknown.

Summary and Recommendations

Fennimore presently has almost 31 acres of land developed for recreational purposes and another 80 acres that could be developed. Quantitatively, the city meets its present recreational needs.

Plate 39 shows that community park service areas are not normally affected by obstacles to access and that the two parks that provide these facilities cover all but the extreme western and southwestern portions of the city. Plate 40 indicates the same information for neighborhood facilities that are affected by obstacles to their access. In Fennimore's case, these include U.S. Highways 18 and 61. For the most part, however, the city has done an admirable job of providing adequate neighborhood recreation opportunities at appropriate locations.

A final consideration to be weighed in the determination of the effectiveness of Fennimore's recreation program in meeting the demands of its citizens is the quality and quantity of existing park facilities. Without good quality facilities in ample supply, there is only a slim chance the recreationist will have an enjoyable recreational experience. This consideration combined with the service area principle is the basis for many of the recommendations that follow.

1. In the event of future development in the southeastern section of the city, consideration should be given to the acquisition and development of a neighborhood playground. Its area should approximate five acres and offer improvements common to playgrounds like a ball field, playground apparatus, basketball and tennis courts, restrooms, drinking water, security lighting, and attractive landscaping.

2. It is suggested the area on the western city boundary controlled by the Good Samaritan Nursing Home be set aside for passive recreational activities (since it is already zoned conservancy), like picnicking and horseshoe pitching, and that this area be landscaped with trees, shrubs, and flowers. The northern end of the park will be developed to include some playground apparatus and open space for field games. In winter, a part of the area can be used for sledding. This park will serve to alleviate the shortage of community park facilities in western Fennimore.

3. There is a need for an additional shelter and playground apparatus as well as landscaping improvements and continual maintenance at Marsden Park.

4. Development of City Farm will, by virtue of its terrain limitations and woodland condition, be largely oriented to passive recreation. Scatterings of play apparatus, an occasional small play field, and snowmobile trails may be permitted exceptions. Passive activities may include picnicking, nature study, hiking, and camping. The latter activity should be permitted only if the private sector fails to show interest in developing an acceptable quality camping enterprise. Even under this condition, city investment in camping should be kept to a minimum. Winter activities here could include cross-country ski trails, tobogganning and sledding, as well as snowmobiling.

   The city will need to provide the area with customary support facilities, like interior park roads and parking areas, modern restrooms, drinking water, and lighting. Police protection and park maintenance will also have to be extended to the area. The large overall public investment required to provide these facilities and the basic recreational facilities is good reason to recommend that the entire park be designed by a professional park planner. The park planner would locate activity centers and support facilities in the most economical manner, guarantee a high quality development, and make best use of the resource base.

5. Development of Foxmoor Heights Greenway should include improvements for passive recreation. Such improvements could include: a nature study area with trails, foot bridges, landscaping and tree planting, picnic tables, grills, playground apparatus, and a shelter building with support facilities.

COMMUNITY PARK SERVICE AREAS

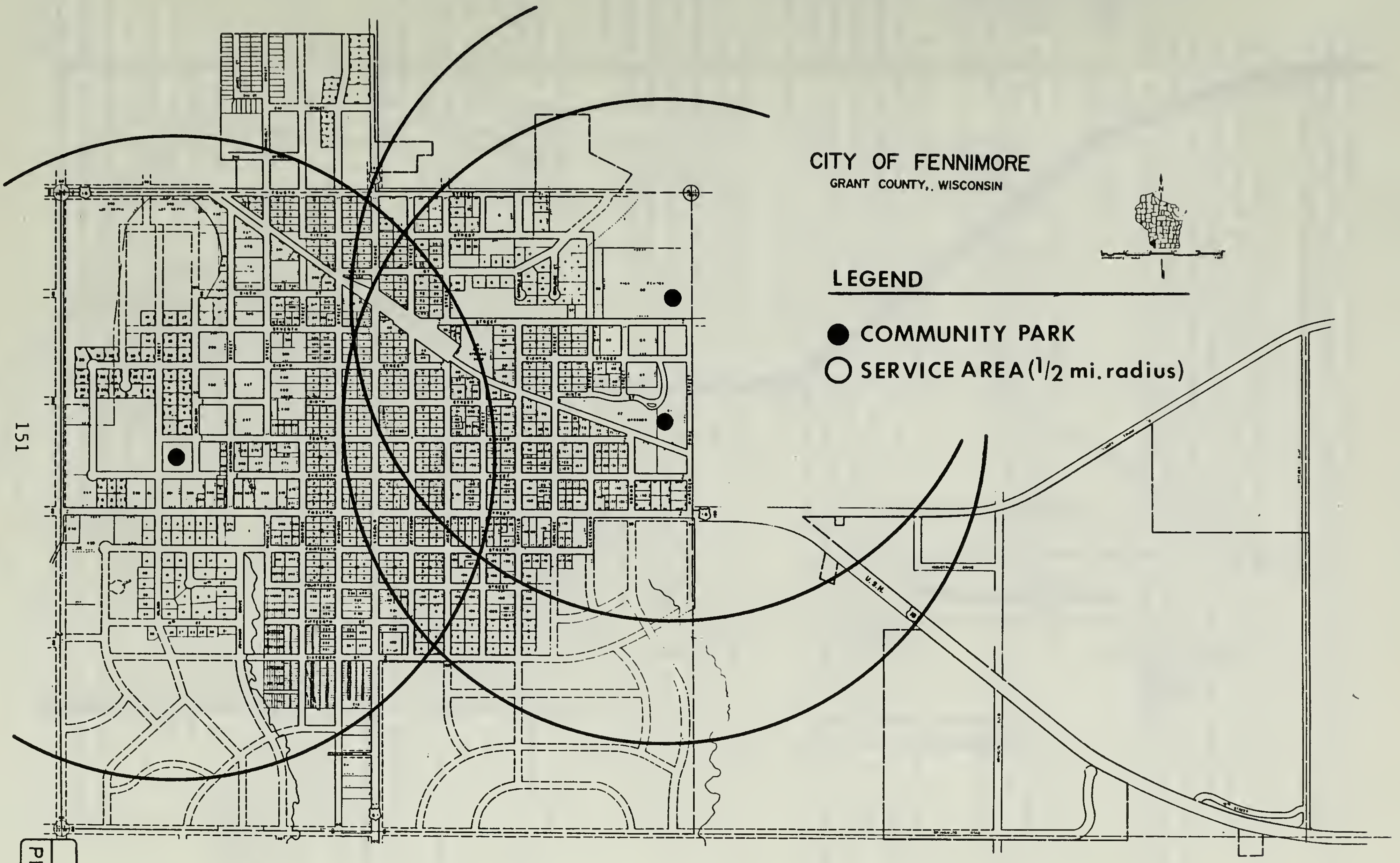


PLATE 39

NEIGHBORHOOD PARK & PLAYGROUND SERVICE AREAS

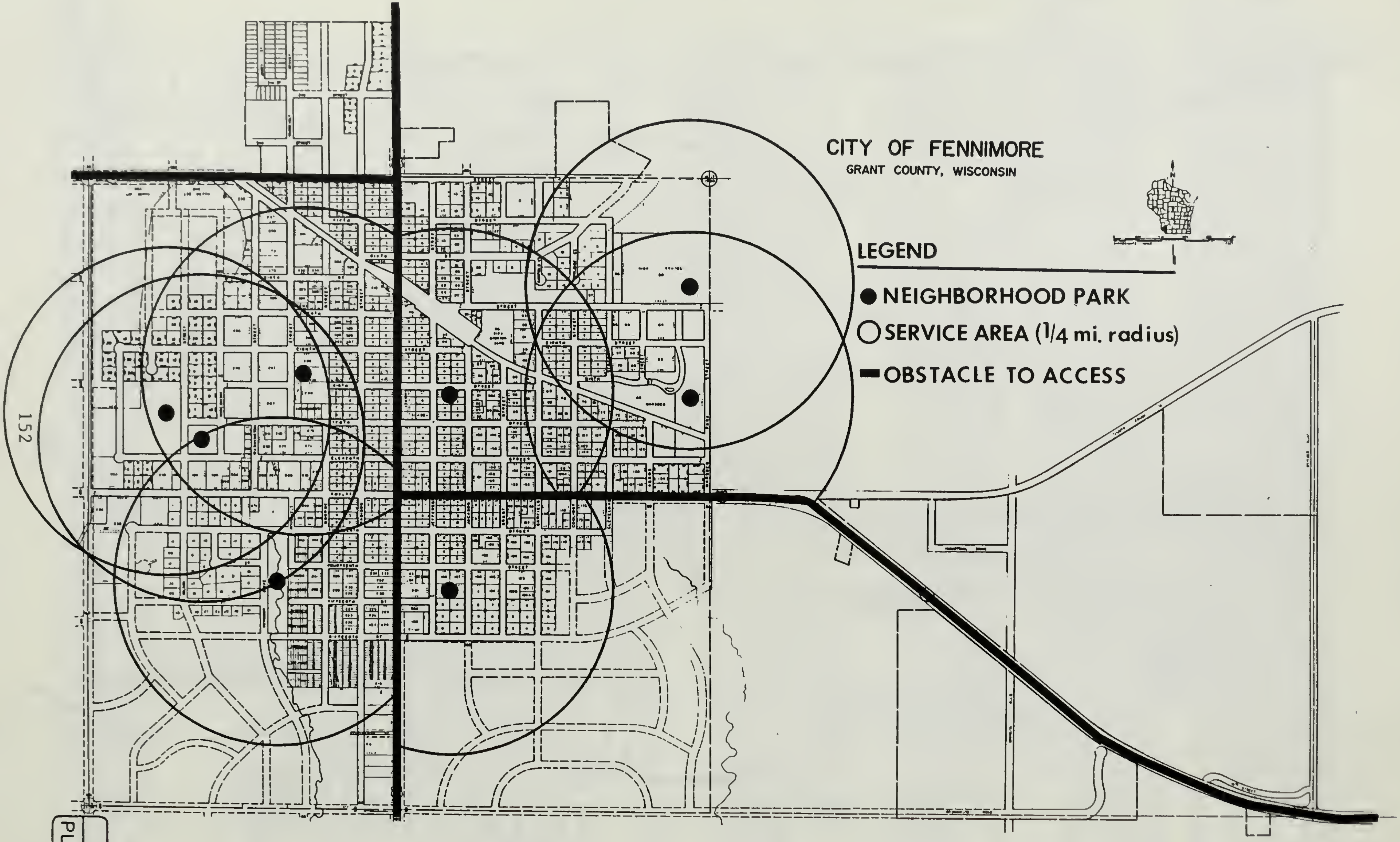


PLATE 40

In the winter, this area could provide an ice rink for skating. If so, a warming shelter would be needed. Development of a site plan by a park planner would be desirable for this area.

6. St. Mary's Catholic Church playground area takes up only a portion of the city block owned by the church. This area could be expanded to include picnic tables, playground apparatus, landscaping, and other passive recreation. Since the above mentioned property is owned by the church, this recommendation for possible park improvements is only offered as a suggestion for city officials to discuss this possibility with church representatives.

PUBLIC FACILITY SURVEY

In late 1984, Fennimore residents were asked to respond to a community survey which sought to obtain their input on a variety of subjects. Three of these involved tourism, recreation, and public facilities--areas covered in this section of the plan. A brief summary of the results follows. The entire questionnaire is found in the Appendix.

A slight majority of respondents (52.0%) felt that tourism in Fennimore could be an important source of revenue, but most (62.8%) felt there was not adequate promotion and that more promotion was needed (54.2%). There was not a clear majority opinion as to whether Fennimore should place more emphasis on tourism as a revenue source, although a majority (60.5%) did feel tourism-related development should be supported. Most respondents agreed that there were not adequate facilities to handle the tourist demand (53.9%).

Respondents felt that historic preservation was important to both the tourist activity (57.2%) and Fennimore's character (62.6%), although only 52.3% felt stronger controls should be in place to ensure the city's historic character. A majority of respondents did not agree that adequate controls presently exist or that stronger enforcement of existing controls is needed. There was also a decided split in terms of there being adequate restaurant facilities in the community.

On the subject of recreation, slightly more people did not feel adequate recreation facilities exist in Fennimore, although this did not represent a clear majority. A large majority, however, felt that the existing facilities are well used (80.5%) and that more facilities and/or programs were needed (60.7%). In terms of facility improvement and development, respondents were generally satisfied with the community athletic fields, playgrounds, picnic areas, and tennis court. Facilities in which respondents felt improvement or development was needed include the swimming pool; community recreation center; ice skating rink; senior citizen recreation center; and youth, adult, and senior citizen recreation programs.

Respondents were generally satisfied with the fourteen public facilities they were asked to rate. The water distribution system, sanitary sewer system, schools, fire protection, police protection, street lights, city appearance from the highway approaches, drainage, and garbage collection all received an "adequate" or "very good" rating from at least 70% of the persons responding. The electrical utilities and city streets received an "adequate" or above rating by 56.3 percent and 68.8% respectively. Sidewalks, off-street parking, and business district appearance all had mixed reviews from those answering the questionnaire. It should be noted that the fire protection category received a "very good" by over 50 percent of the respondents, indicating outstanding service in this area. Other categories received a positive vote by almost 90 percent of those responding including the sanitary sewer system (89.3%) and the garbage collection system (88.8%).

CHAPTER 9

UTILITY CHARACTERISTICS

UTILITY CHARACTERISTICS

INTRODUCTION

The water, sewer, and electrical systems represent what most residents in Fennimore would consider essential services. Each accounts for a substantial portion of the assessments charged to property owners for their provision and upkeep. As such, they represent an investment which requires constant maintenance, repair, expansion, and upgrading. In order to understand this investment, a general overview of the city's utility system is needed.

This section will look at the existing water, sewer, and utility systems in Fennimore. Problems will be identified and recommendations for correcting those problems will be made where appropriate. The information contained in this section was provided by Davy Engineering in LaCrosse, Wisconsin and Chuck Leuck, Fennimore's Director of Public Works.

SEWERAGE SYSTEM

Collection System

A separate sanitary sewer system is used in Fennimore to dispose of its wastes. Service is provided to all residential, commercial, municipal, and industrial customers within the city limits. There are approximately 894 sewer hookups to the system. Broken down according to users, these include 757 residential, 120 commercial, 7 industrial, and 10 public authority customers. The largest industrial users include Fennimore Butter and Cheese, Novinska Butchering Service, Ray-O-Vac, and the Dairy Herd Improvement Association (DHIA). The sewer system was first constructed in the 1920's and consisted at that time of vitrified clay tile pipe with joint material of concrete, poured asphalt, and slip joint.

According to the best available records, there are approximately 8,800 feet of 15-inch sewer main, 6,700 feet of 12-inch main, 3,500 feet of 10-inch main, 73,200 feet of 8-inch main, and 3,400 feet of 6-inch main comprising the system. There are also 5,100 feet of force main, 286 manholes, and 25 lampholes which complete the system. Five lift stations raise the sewage form low-lying areas in order to move it along by gravity flow to the treatment plant downstream on the Gregory Branch. A limited amount of storm sewers drain the southern half of the community. Plate 41 depicts the layout of the collection system.

Fennimore is located along the east-west running Military Ridge which slopes steeply away north of the city down to the Wisconsin River and has a more gradual slope away from the city to the south. Fennimore itself is underlain by Galena and Platteville Dolomite occurring, for the most part, between four and ten feet from the surface. There are some areas, however, where this bedrock occurs within two to four feet of the surface. Silty to silty-loam soils overlay the bedrock and comprise the surface soils on which the city is located.

Groundwater occurs at or near the surface in the southwestern portion of the city and presents problems to the sewer system. Davy Engineering conducted an infiltration/inflow analysis (I/I) for the city in 1975 to determine the extent of the collection system deterioration and the degree to which outside effluent was entering the system. The following material is the result of that analysis.

For purposes of this discussion, Davy Engineering defines infiltration as "the water entering a sewer system including service connections from the ground, through such means as, but not limited to, defective pipes, pipe joints, connections, or manhole walls. Infiltration does not include, and is distinguished from, inflow." Inflow is defined as "the water discharged into a sewer system including service connections from such sources as, but not limited to, roof leaders, cellar, yard, and area drains, foundation drains, cooling water discharges, drains from springs and swampy areas, manhole covers, cross connections from storm sewers and combined sewers, catch basins, storm waters, surface run-off, street wash waters, or drainage. It does not include, and is distinguished from, infiltration." The combination is termed infiltration/inflow (I/I). According to the study, most infiltration was occurring at locations shown in Table 1, which are located in areas of high groundwater and near an existing creek.

TABLE 1

SOURCES OF INFILTRATION: 1975

Street	Location	Approximate Distance	Estimated I/I Flow in GPM
16th St.	Madison - Monroe	315 ft.	3.4
Monroe St.	16th St. - 15th St.	300 ft.	3.3
15th St.	Monroe West 190 feet	190 ft.	2.1
X-Lot	15th - 14th St.	300 ft.	1.3
X-Lot	14th - 13th St.	310 ft.	1.3
Roosevelt St.	13th - 12th St	320 ft.	8.4
9th St.	Washington-Roosevelt	300 ft.	18.0
12th St.	Roosevelt-Washington	325 ft.	3.0
Coolidge St.	10th - 8th St.	650 ft.	5.2
Business District (So. end)	Lincoln So. of 12th St.	900 ft.	8.7
Total		3,910 ft.	54.7 GPM

Recommendations for Treatment

When examining the I/I situation in Fennimore, Davy Engineering felt that there did exist a definite problem with the collection system. Based upon results presented in the previous table as well as other measures of flow, it was estimated that total infiltration amounted to about 55 gallons per minute (GPM), while total inflow was 557 GPM. This amounted to a total estimated infiltration/inflow condition of about 612 GPM. Several recommendations were made for addressing this problem. First, it was felt that a large portion of the infiltration occurring in the southwestern portion of the city could be corrected by internal and/or external sealing and replacement of a few sewer segments. The city has since determined that this would not be cost effective. Manhole covers could also be sealed along paved streets to eliminate surface runoff. Manholes located in open fields and along ditch lines could be raised and/or sealed. These last two recommendations have been implemented.

The I/I study mentioned previously was conducted prior to the construction of a new sewage treatment plant. In terms of design, the capacity of the plant had to take into account any amount of I/I that it might receive. Since this is an additional burden to the plant, any reduction in I/I flow would be beneficial both in plant loading and in terms of reducing initial construction and later operating costs. Therefore, in terms of cost effectiveness, the final recommendation involved a design plan based upon reducing I/I flow by 82 percent, or eliminating about 502 GPM from the flow. This would leave about 110 GPM of I/I in the system to be considered as part of the total plant load.

SYSTEM

CITY OF FENNIMORE

GRANT COUNTY, WISCONSIN

LEGEND

▬ ▬ ▬	15 INCH MAIN
▬ ▪ ▬	12 INCH MAIN
▬▬▬	10 INCH MAIN
▨	8 INCH MAIN
- - - - -	6 INCH MAIN
▲	LIFT STATION
●	MANHOLE
○	LAMPHOLE
→	FORCE MAIN

ng
repared
eing
ture
ese
onger
able.

low

low

s,
eds.

udge

a

is
In

ica-

SEWER SYSTEM

CITY OF FENNIMORE

GRANT COUNTY, WISCONSIN

LEGEND

- ▬ ▬ 15 INCH MAIN
- ▬ · ▬ 12 INCH MAIN
- ▬▬ 10 INCH MAIN
- ▨ 8 INCH MAIN
- - - - 6 INCH MAIN
- ▲ LIFT STATION
- ● MANHOLE
- ○ LAMPHOLE
- → FORCE MAIN

Map Revised in June of 1985 - SWWRPC

Sewage Treatment Plant

The new treatment plant was constructed in 1980, replacing the existing facility which was constructed in 1935. The previous waste treatment plant contained the following treatment characteristics: grit chamber, bar screen, primary clarifier, aeration tank, dosing chamber, trickling filter, secondary clarifier, chlorination, polishing pond, sludge digester, and a sludge holding pond. At the time the facility plan for the new waste treatment plant was prepared by Davy Engineering (1976), an analysis on the characteristics of the waste being treated was performed. Based upon actual sampled readings and anticipated future demand, the capacity limits for the new treatment plant were determined. These

e shown in Table 2. It should be pointed out that Country Delight is no longer

ng in Fennimore, thus additional industrial reserve capacity is available.

TABLE 2

MENT PLANT FLOW AND WASTE LOAD CAPACITY: 1980

B.O.D. (#/Day)	%	Peak Flow (GPM)
	45.1	600
	---	55
		90
		10
		31

low

s,

eds.

udge

a

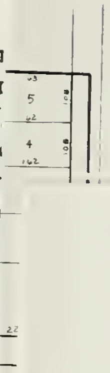
is

In

ica-

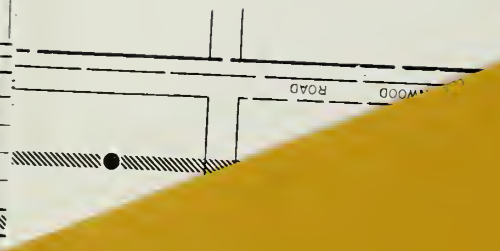
SEWER

con
fro
inc
lea
cha
fro
str
inf
the
are



Str

16t
Mor
15t
X-I
X-I
Roc
9th
12t
Co
Bu



To

Re

th
pr
th
in
co
pr
th
se
th
pa
al
ha

a
tc
ac
ir
cc
ir
at
tc

Sewage Treatment Plant

The new treatment plant was constructed in 1980, replacing the existing facility which was constructed in 1935. The previous waste treatment plant contained the following treatment characteristics: grit chamber, bar screen, primary clarifier, aeration tank, dosing chamber, trickling filter, secondary clarifier, chlorination, polishing pond, sludge digester, and a sludge holding pond. At the time the facility plan for the new waste treatment plant was prepared by Davy Engineering (1976), an analysis on the characteristics of the waste being treated was performed. Based upon actual sampled readings and anticipated future demand, the capacity limits for the new treatment plant were determined. These are shown in Table 2. It should be pointed out that Country Delight is no longer operating in Fennimore, thus additional industrial reserve capacity is available.

TABLE 2

SUMMARY OF TREATMENT PLANT FLOW AND WASTE LOAD CAPACITY: 1980

Source of Waste	Flow GPD	%	B.O.D. (#/Day)	%	Peak Flow (GPM)
Domestic	343,700	56.3	585	45.1	600
Infiltration	79,200	13.0	---	---	55
Country Delight	90,000	14.7	270	20.8	90
Novinska Butchering	1,200	0.2	9.5	0.7	10
Ray-O-Vac	18,000	3.0	2.7	0.2	31
DHIA	175	0	11	0.8	5
SWWV-TI Slaughtering	3,000	0.5	50	3.9	10
Fenn. Butter & Cheese	25,000	4.1	270	20.8	26
Industrial Reserve	50,000	8.2	100	7.7	90
Total	610,275	100.0%	1298.2	100.0%	920
Inflow	800,000 GPD				

The new sewage treatment plant is a Rotating Biological System (RBS) type treatment facility containing the following treatment units: comminutor and flow meter, pumping station, storm water holding pond, equalization tank, primary clarifiers, rotating biological contactor units, final clarifiers, sand filters, chlorination, post aeration, clear well, anaerobic digester, and sand drying beds. Some advantages of an RBS type plant include:

1) Less susceptible to upset by industrial shock loads than activated sludge and somewhat simpler to operate.

2) System can be expanded to treat a larger volume of waste or provide a higher degree of treatment.

3) Lower power requirement.

In addition to treating wastes, the periodic disposal of digested sludge is required by the plant. This can be dried in beds or hauled in liquid form. In addition, sludge nutrients can be recycled to agricultural land. Should this occur, the following points should be considered:

1) The sludge should be plowed into the soil surface shortly after application to minimize the loss of nitrogen.

2) Sludge should not be applied on frozen sloping land with snow cover.

3) Application rates should be based on the nutrient uptake rates of the crop.

4) The site to be used should have four feet of soil above bedrock, any impermeable layer, or the water table.

5) Sludge should not be applied to soil in the year the soil is used for any root vegetables or other vegetables that are consumed uncooked.

6) If sludge is surface applied, runoff should be minimized by use of contour strips, terraces and border areas.

7) Pasture land should not be grazed by milk cows for at least two months after sludge application. Other animals should not graze pasture land for at least two weeks after sludge application.

8) Green-chop forage should not be fed to milk cows for two months or to other animals for at least two weeks after sludge application.

9) The sludge application site should be a minimum of 1,000 feet from the nearest public water supply well and 500 feet from the nearest private water supply well.

WATER SYSTEM

Distribution System

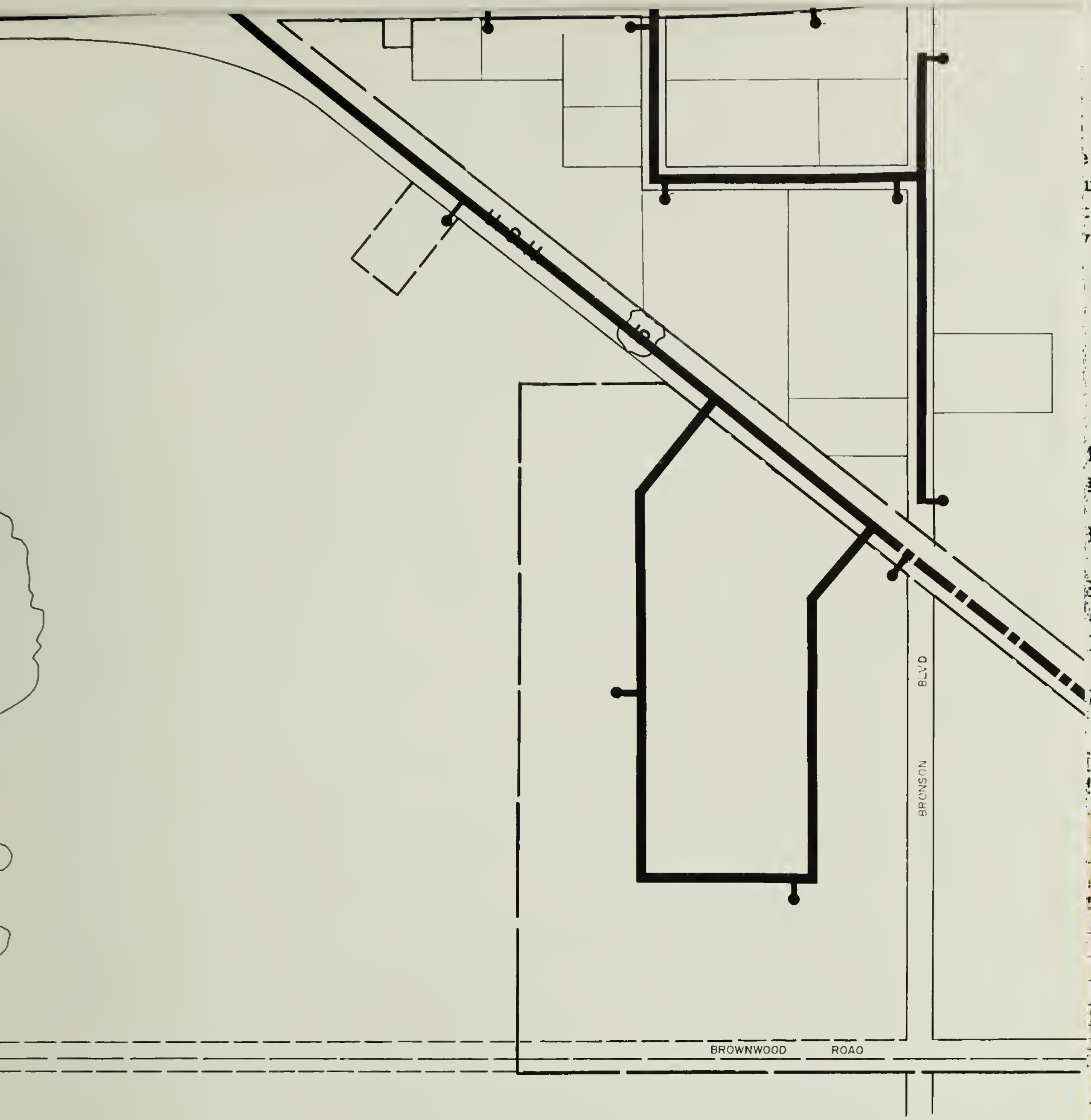
Fennimore is presently served by two elevated storage tanks, one with a capacity of 100,000 gallons and the other able to store 300,000 gallons of water. In addition, two underground reservoirs with a combined capacity of 124,000 are scheduled for removal due to their age and potential for causing problems. The data on the characteristics of the city's water system was obtained from the records of the Public Works Department.

According to the updated information shown on Plate 42, Fennimore has about 4,600 feet of 12-inch water main; 16,800 feet of 8-inch main; 36,200 feet of 6-inch main; and 17,600 feet of 4-inch main. Table 3 summarizes the characteristics of the distribution system. Adequate water service and fire protection is generally associated with a distribution system containing water mains of not less than 6 inches in diameter. As shown in the table, approximately 23.40 percent of Fennimore's water mains are still less than the 6-inch minimum.

TABLE 3

WATER DISTRIBUTION SYSTEM CHARACTERISTICS: 1986

Size of Main	Length (ft.)	Percent of Total
12-inch	4,600	6.12
8-inch	16,800	22.34
6-inch	36,200	48.14
4-inch	17,600	23.40
Total	75,200	100.00



taken
fire
rsons
mption
o
erage

eter
y

5

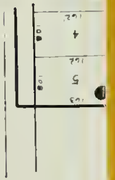
4
5
0

71

t
ree

PM)

ned



ucted

WATER SYSTEM

CITY OF FENNIMORE

GRANT COUNTY, WISCONSIN

Table 4 summarizes consumption data of Fennimore's water system and was taken from a Wisconsin Public Service Commission report. There are a total of 107 fire hydrants within the city. Based upon a 1985 estimated population of 2,454 persons by the Department of Administration, Fennimore's total per capita daily consumption of water is about 76 gallons per person per day, while that pertaining only to residential use amounts to about 42 gallons per person per day. The state average for total consumption is 100 gallons per person per day.

TABLE 4

WATER CONSUMPTION CHARACTERISTICS: 1985

er	No. of Meters	Total Gallons Sold	Gallons/Meter Per Year	Gallons/Meter Per Day
	13	68,100,000	74,589.27	204.35
		7,800,000	49,218.75	134.84
		0,000	130,468.75	357.45
			3,650,000.00	1,000.00
			--	--
			615.38	1,327.71

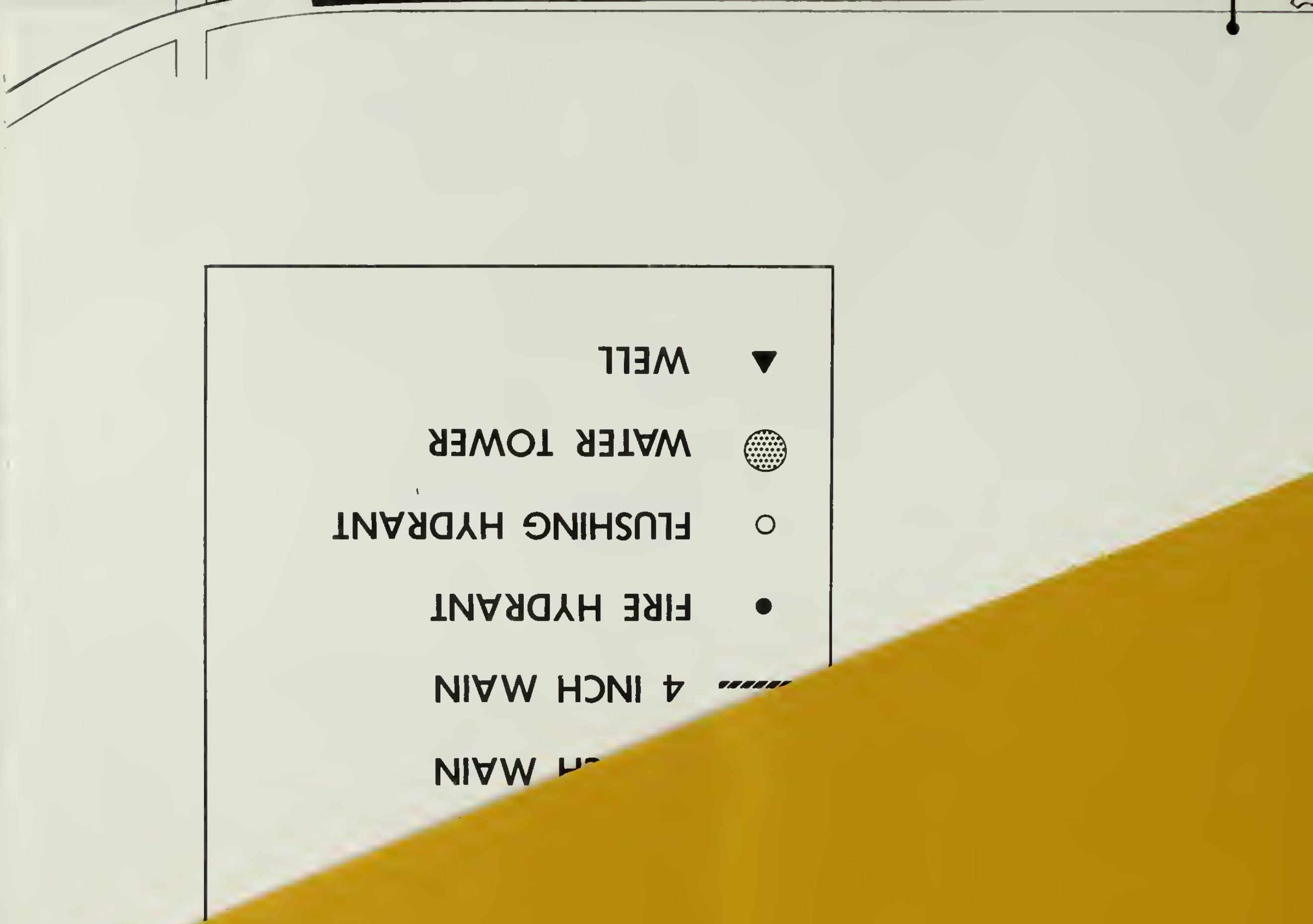
ity

t
ree

PM)

ned

ucted



WAT

Dis

cap
In
sch
dat
rec

4,6
6-i
ist
gen
tha
Fen

Siz

1

T

Table 4 summarizes consumption data of Fennimore's water system and was taken from a Wisconsin Public Service Commission report. There are a total of 107 fire hydrants within the city. Based upon a 1985 estimated population of 2,454 persons by the Department of Administration, Fennimore's total per capita daily consumption of water is about 76 gallons per person per day, while that pertaining only to residential use amounts to about 42 gallons per person per day. The state average for total consumption is 100 gallons per person per day.

TABLE 4

WATER CONSUMPTION CHARACTERISTICS: 1985

Type of Customer	No. of Meters	Total Gallons Sold	Gallons/Meter Per Year	Gallons/Meter Per Day
Total	913	68,100,000	74,589.27	204.35
Residential	768	37,800,000	49,218.75	134.84
Commercial	128	16,700,000	130,468.75	357.45
Industrial	2	7,300,000	3,650,000.00	1,000.00
Private Fire Prot.	2	--	--	--
Other Public Auth.	13	6,300,000	484,615.38	1,327.71

Fennimore is presently served by three wells providing water to city residents. Well number two was drilled in 1920 while well number three was constructed in 1948. Well three is now used only for emergencies (such as in times of fire) because of it's high iron content. Well number four is the most recent, having been constructed in 1983. The characteristics of the city's three wells are summarized in Table 5.

TABLE 5

CHARACTERISTICS OF CITY WELLS

Well Number	Date of Construction	Depth (ft.)	Type of Well	Size	Yield (GPM)
2	1920	985	Drilled	8-inch	300
3	1948	810	Drilled	16-inch	350
4	1983	985	Drilled	13-inch	550

The city both chlorinates and fluoridates it's drinking water. As mentioned before, well three is no longer used because of problems with iron except in emergencies. There has also been some questions raised by the DNR as to the proper grouting of well two. The city is in the process of correcting this situation. Additional recommendations by the DNR will be discussed shortly. Table 6 shows the results of water quality samples of each of the three wells. These were obtained from the city's Department of Public Works from tests conducted by the DNR.

TABLE 6

CITY WATER QUALITY ANALYSIS: 1985

Measure	Well #2 (mg/l)	Well #3 (mg/l)	Well #4 (mg/l)
Alkalinity ($CaCO_3$)	--	206	242
Calcium (Ca)	--	62	59
Chlorides (Cl)	1.2	2.2	2.3
Fluorides (Fl)	1.1	0.2	0.1
Total Hardness	286	284	254
Iron (Fe)	0.27	1.5	<0.1
Magnesium (Mg)	--	28	26
Manganese (Mn)	0.04	0.06	<0.04
Nitrates	1.1	<0.5	<0.5
Sodium (Na)	6.0	2.6	2
Sulfates (SO_4)	3.07	84	21
Total Solids	--	358	295
pH Content	8.1	7.3	8.4

Recommendations

In 1985 the Department of Natural Resources issued a letter to the City of Fennimore outlining recommended corrective actions which should be undertaken. Although these suggestions are being implemented, it is important to recognize some of the deficiencies found by the DNR. In summary, the following actions should be considered by the city in order to improve the water distribution system.

1) Satisfy, through inspection, the DNR's concern that well number two has been properly grouted.

2) Should well two remain in service, then:

    a) Repair, replace, or eliminate the two underground storage reservoirs.

    b) Replace the pumphouse surrounding the well with a new structure.

    c) Provide new piping between the well and reservoirs.

    d) Correct the poor condition of the chlorine and fluoride feeds at the chemical addition points.

    e) Seal the space between the pump casing and concrete pump base to make it watertight.

3) Provide a screen over the end of one of the two reservoir vents at well number two.

4) Hose bib type vacuum breakers must be installed on all hose bibs at both pump houses in compliance with State Plumbing Code.

5) The chlorine injection point at well number four should be reinserted into the pump discharge piping.

6) The city should pass and enforce a cross connection ordinance if they have not already done so. Also the waterworks operator should be permitted to attend training on cross-connections and their associated problems. It should be noted that the city has adopted such an ordinance.

MUNICIPAL ELECTRIC UTILITY

Fennimore operates it's own municipal electric utility for servicing city residents. The information on the utility summarized here was obtained from an earlier 1973 comprehensive plan for Fennimore prepared by the city. Where needed, the discussion has been updated by the Director of Public Works.

The electrical distribution system throughout the city serving residential and commercial customers is in the process of being upgraded to 4,160 volts. All new developments in the community are being laid underground, both primary and secondary. The substation supplying the power for the central part of the city and the diesel generating plant are adjacent to the municipal building on Lincoln Avenue. The industrial park and Vocational School are fed by a new substation with primary distribution voltage of 12,470 volts.

Electrical power is purchased from Dairyland Power System and Grant Electric Co-op. The city owns and maintains a diesel generating station which presently is not capable of producing power for the entire city and industrial park. Total generation is equal to 2,218 kilowatt hours. The generating station is operated during any interruption from the wholesale supplier and at any request from Dairyland Power Company.

Presently the total city power demand is 3,050 kilowatt hours while the industrial park is 1,500 kilowatt hours. Since both of these demands exceed the city's present generating capacity (necessitating the purchase of additional power elsewhere), consideration should be given to adding another generator to the existing power plant to increase capacity by a minimum of 2,500 kilowatt hours. The city should also investigate the possibility of relocating the diesel generating plant to a site in the industrial park. This would provide sufficient space for future expansion of the plant.

CHAPTER 10

COMMUNITY POLICY PLAN

COMMUNITY POLICY PLAN

INTRODUCTION

Goals and objectives are important in guiding the future growth and development of a community. When adopted and followed, they will aid the city not only in determining future courses of action, but in implementing the recommendations of the plan. This section is organized into eight broad goals for guiding future community development. Underneath each is a set of objectives designed to help implement the goal and a list of policies the city should follow to insure compliance with both goals and objectives. As defined, goals are desirable conditions to strive for in the future, usually very broad and somewhat idealistic in scope. They are common ideals of the community that can be achieved through the actions of government leaders, private enterprise and individuals. Objectives are specific targets to be achieved along the path of satisfying community goals. Policies are methods of action to accomplish these stated objectives.

The "policy plan" comprised of the goals, objectives, and policies encompasses the inter-relationships of urban land use activities as they are shaping or will shape Fennimore's physical, economic, and social development. They express the uniqueness of the community while outlining changes that will produce desirable patterns of growth and development. A policy plan will provide the following benefits:

1. Provides concise statements that are easily understood by local officials, private enterprise, and local residents.

2. Encourages involvement and coordination of city officials and municipal departments.

3. Serves as a coordination tool to guide city and township officials in addressing development concerns.

4. Provides stability, consistency and continuity to decisions which affect future development.

5. Serves as a reference point in zoning and subdivision reviews to assure that desires and needs of the city are known.

To be effective, the policy plan should be adopted by the Fennimore City Council after a public hearing or hearings. Adoption of the policies does not commit the city to any particular recommendations or actions but it does state that to be consistent with the view of the city, development should occur in compliance with these guidelines. The development policies are general enough to allow flexibility while at the same time providing guidance for making land use related decisions. These policies are to be utilized in conjunction with the general development plan and the various regulatory powers granted to the city by Wisconsin statutes.

The development plan is based on projections of development trends, current and anticipated physical, social, and economic conditions in the city, and the anticipated needs of Fennimore's citizens. The framework for development of these policies is based in part on significant findings in the background study (inventory and analysis) which was presented in detail in previous sections. The policy framework was also formulated from the results of the citizen opinion survey conducted in 1984 and a Community Downtown Improvement Workshop held in 1985. Table 1 provides a summary of the various elements considered in the plan.

The following goals, objectives, and policies establish specific recommendations for future growth and development in Fennimore. Eight different areas are considered and include the following:

1.0 Commercial Development
2.0 Industrial Development
3.0 Residential Development
4.0 Land Use
5.0 Transportation
6.0 Public Facilities
7.0 Recreational Development
8.0 Planning Area Development

Each of these areas are interrelated and are critical to Fennimore's healthy development. Factors affecting one area will affect others to varying degrees. It is therefore important that the policy plan which follows be adopted and implemented as a whole. The recommendations which support the goals and objectives were derived from needs identified both in the background study and concerns of the community. Adoption of the policy plan is the primary step in implementing the development plan which appears afterward.

COMMERCIAL DEVELOPMENT

1.0 TO DEVELOP A COMPETITIVE COMMERCIAL ENVIRONMENT WITHIN THE CITY WHICH EMPHASIZES A HEALTHY, ATTRACTIVE, AND COHESIVE BUSINESS DISTRICT AND CONSIDERS POSSIBLE BUSINESS CLUSTERS

1.1 Develop available vacant or otherwise suitable space within the city currently designated as commercial before approving additional areas for that purpose.

1.2 Provide adequate access and egress to areas of commercial development in a manner which does not impede the existing and potential flow of traffic.

1.3 Encourage existing businesses and organizations to work cooperatively in promoting the city's commercial districts and other economic resources.

1.4 Encourage highway development to locate in compact clusters incorporating the use of frontage roads to ensure access and unimpeded traffic flow.

1.5 Develop commercial space which reflects compatibility with adjacent uses and which encourages downtown development except where (1) no commercial space exists in the central business district, or (2) when the proposed use is more appropriate elsewhere.

1.6 Promote a good mix of commercial activity within the community.

Policies:

1. *The city should develop an alley system downtown and require new commercial development to dedicate easements for alleys in order to minimize traffic conflicts and safety hazards while providing for adequate shipping and loading facilities.*

TABLE 1

EXISTING CONDITIONS, FORECASTS/PROPOSALS, AND IMPLICATIONS
FENNIMORE PLANNING PERIOD

	Existing Conditions	Forecasts/Proposals	Implications
Physical Features	Community setting in farming region; city situated on relatively flat land along ridge; mod.-severe development limitations within city, severe in planning area; limited land in flood-prone areas--limited to stream valleys.	Restrict growth to areas suitable for development in order to maximize economical growth and development	Development potential available within the city, although restricted in areas by natural features; land in planning area also restricted by soils for development; future growth should be guided in an orderly manner to preserve natural features and existing development.
Population Characteristics	Steady, population trend with percentage increases greater than Grant County, moderate growth projected after 2010; large elderly population; low sex ratio; declining fertility ratio; high dependency ratio; household size decreased since 1970.	Population projection of 3,797 persons by 2010; elderly population will continue to grow, household size will remain below three persons per unit.	Increased demand for public facilities and services; local employment and housing opportunities should be increased.
Economic Characteristics	Opportunity for increased economic growth exists; stable existing economic base; excellent infra-structure for industrial development as well as land available; Voc-Tech School attractive to industry for training opportunities.	Need to provide employment opportunities for today's school age residents so as to encourage them to remain in community; continue industrial development program (supported by citizen opinion survey); city should continue to provide support to business and industry.	Strengthen retail and industrial development for future economic growth; coordinate design and function of CBD and highway development.
Housing Characteristics	Recent projects have provided housing for the elderly, rehab work needed in some areas (southwestern part of the city); housing stock is basically sound, although older than state average; shortage of student rental units.	Approximately 145 additional acres of residential land is anticipated; increased demand for multi-family housing; general trend toward smaller households; new housing types possible.	High quality neighborhoods create an attractive living environment and helps "sell" the community to the outside.
Land Use Characteristics	About 55% of the land in the city is developed; some areas limited to development due to natural features; prime industrial sites readily available; scattered development in fringe area; commercial development along U.S. Highways 18 and 61.	In the year 2010, about145 acres additional residential land is projected; industrial/commercial expansion anticipated; fringe area will continue to develop; additional commercial development along U.S. Highways 18 and 61; future development to be limited within present corporate limits when feasible.	Land use controls should be revised and enforced to encourage orderly and harmonious development; additional growth should occur in compact, centralized pattern.
Transportation Characteristics	Limited public transportation, high traffic volume on U.S. 18/61 (Lincoln Ave.); potential pedestrian/vehicle conflicts on Lincoln Ave.; street layout adequate.	Increases in traffic volume along major highways likely; improve off-street parking in CBD, require frontage road construction along U.S. highways for new commercial development; improve signage and pedestrian crossings on Lincoln Avenue.	Improvements in transportation facilities and services provide easier traffic flow, traffic safety, and potential for community development.
Public Facility Characteristics	More storage capacity needed for city records; library expansion needed; possible relocation of police department; excellent school system; excellent recreational opportunities.	Provide city record storage; expand library and provide for handicapped access; resolve police department relocation issue and construct new facility if needed; school buildings adequate; continue to provide adequate recreational opportunities for all ages.	Providing adequate recreational opportunities and improved public facilities and services will enhance community development.
Utility Characteristics	Sewage system experiencing infiltration problems; replacement of 17,600 feet of undersized (4") water mains needed; water usage pattern below state average (excellent); city power demand exceeds generating capacity--new diesel generator needed; current diesel generating plant location inadequate for future expansion.	Reduce infiltration problems in sewage system; replace undersized water mains; encourage light utility users to locate in the city; developers required to provide utilities in new subdivisions to reduce costs to city residents; upgrade electrical system; add new diesel generator to increase system capacity; investigate relocating diesel generating plant to industrial park.	City must meet utility needs of domestic and economic sectors; developmental regulations ensure proper engineering and design of utility systems.

2. *Because of vacant space and deteriorating buildings downtown, the city should be encouraged to invest in the redevelopment of the east side of Lincoln Avenue.*

3. *The central business district (CBD) should be maintained as the focal point of commercial activity in the city.*

4. *The City of Fennimore, together with downtown merchants, the Chamber of Commerce, and other interested groups should launch a formal, coordinated program dedicated toward alleviating both short and long-term problems confronting the CBD (i.e., parking, traffic congestion, CBD appearance).*

5. *Commercial highway activities should be of the type which do not compete directly with the commercial activities found within the CBD. The CBD and highway commercial uses should maintain a market unique to themselves (if possible).*

6. *Land required for commercial expansion should be preserved through the adoption and enforcement of a sound zoning ordinance which limits commercial development to appropriate locations in the city and which promotes compatibility with available community facilities, services, and natural resources.*

7. *Additional "spot" or "strip" commercial development in the community or planning area should be discouraged (limiting commercial operations to definable areas along major thoroughfares) and those that contribute to traffic congestion or endanger the public safety should be prohibited. Enforcement of this policy should be through the adoption of the plan and strict enforcement of the zoning ordinance.*

8. *Adequate setback requirements should be established and enforced to ensure safe and efficient traffic access, egress, and interior flow.*

9. *The city should protect existing and future commercial areas from the intrusion of non-compatible land uses (i.e., residential) which would interfere with normal business functions that are vital to sustain a commercial area.*

10. *Adequate buffers should be maintained (where possible) between commercial and residential districts in order to prevent, as much as possible, undesirable or deteriorating influences on residential neighborhoods.*

11. *The city should maintain the aesthetic quality of commercial areas through such measures as sign control or architectural design standards.*

12. *The city should generally discourage home-occupational commercial activities, as such uses impact negatively on the economy of the CBD.*

13. *The city should encourage the diversification of available goods and services convenient for public use. Community support and leadership in coordinating, promoting, and determining the type of commercial development desired in the community should also be encouraged.*

14. *Additional off-street parking for the central business district area should be provided. Parking should be located in close proximity to the CBD to maximize accessibility and use by both the public and the merchants.*

15. *Highway commercial development should be encouraged to locate in compact clusters and be required to be served by frontage roads.*

16. *Downtown merchants should be encouraged to aggressively advertize and promote their products in a manner which would be attractive to tourists.*

17. *The city should consider the establishment of a revolving loan fund targeted to local businesses in order to assist in renovation, expansion, and similar activities.*

18. *A strategy for improving the appearance of the CBD should be formulated, including the development of a detailed downtown plan with specific recommendations and implementation strategies.*

19. *Community approaches and highways should be encouraged to develop in such a way as to enhance the visual impact of the city and to make future commercial enterprises convenient and accessible.*

INDUSTRIAL DEVELOPMENT

2.0 TO CREATE AN ENVIRONMENT THAT ENCOURAGES A STRONG AND HEALTHY INDUSTRIAL CLIMATE.

2.1 Promote industrial development which contributes to local employment and expands the city's economic base while preserving the values, character, and quality of the surrounding area.

2.2 Develop a public/private partnership which coordinates, promotes, and determines the type of industrial development desired by the community.

2.3 Provide an adequate supply of land to meet industrial needs which consider physical limitations, access, existing services, and compatibility with surrounding uses.

2.4 Encourage the retention and growth of existing industries in Fennimore.

Policies:

1. *The city should maintain a coordinated program of municipal and civic cooperation (through the continued support of the Industrial and Economic Development Committee) to attract and maintain industry within the city, including industrial promotion and attraction programs. The city should continue to pursue efforts to create a physical and economic environment for business and industry in order to improve and increase employment opportunities.*

2. *The type of industrial development desired in the community should reflect the most effective use of its resources.*

3. *The establishment of new industries should be encouraged, but the municipal costs (incentives) of attracting new industry should not exceed benefits received.*

4. *Land suitable and needed for industrial development should be zoned to preserve it for said use and to avoid needless intrusion from other uses which might develop in potential industrial areas and interfere with efficient industrial production and operation.*

5. *All new industry should be required to locate in designated industrial areas (including new and existing industrial park(s)) which take into account proper soil types, topography, and other natural limiting factors. These areas should also emphasize accessibility to major highways and their impact on and proximity to water, sewer, waste disposal, and other utilities.*

6. *Adequate buffers should be maintained between industry and other land uses in order to prevent undesirable or deteriorating influences or conditions. Buffers may include streets, transitional uses such as commercial businesses, and/or open or landscaped areas.*

7. *No industry should be permitted in the city which would decrease land values of neighboring residential areas or adversely affect the community.*

8. *Potential pollution hazards (smoke, water pollution, noise, etc.) should be regulated and taken into account in the location of industrial uses. Light industry should be encouraged as it is more compatible with available community facilities and services in Fennimore.*

9. *The city should pursue community economic development strategies designed to keep and import outside dollars and export community products, thus reducing the leakage of local dollars to other areas.*

10. *The city should assess the traffic volume generated by industrial areas and consider providing controlled access from these areas to major roads where necessary.*

11. *The city staff and related development groups should thoroughly familiarize themselves with the various financing methods and programs available for assisting industry in order to be able to offer the most attractive financial package to industrial prospects.*

RESIDENTIAL DEVELOPMENT

3.0 TO ENSURE LIVABLE, ATTRACTIVE, AND COMPATIBLE RESIDENTIAL AREAS WITHIN THE CITY.

3.1 Encourage additional residential development in areas adjacent to existing development where public facilities and services can be conveniently and economically provided.

3.2 Encourage the development of compatible uses, in existing neighborhoods, to compliment the character of the neighborhood rather than to conflict with it.

3.3 Promote new development in areas which are physically and environmentally suited for it.

3.4 Enforce the appropriate housing and city codes to ensure that new and existing structures are of sound quality, energy efficient, provide safe and habitable quarters for their occupants, and that neighborhoods are kept attractive and well maintained.

Policies:

1. *Residential development should be staged to comply with the land use element of this plan to facilitate utility expansion, minimize public costs, and prevent random development.*

2. *Residential development should be encouraged in areas within or contiguous to existing development where urban services and facilities exist or are planned. Areas where the extension of utilities would require special engineering requirements (i.e., lift stations) and costly maintenance schedules should be discouraged from being developed.*

3. *Land developers should be held responsible for the costs of providing adequate public utilities in newly developed subdivisions based on provisions in the subdivision ordinance.*

4. *Existing residential areas should be protected from conflicting land uses such as industrial or commercial activity through the use of natural or man-made buffers.*

5. *The zoning ordinance should be actively enforced to minimize proposed changes in land use (i.e., rezoning requests) within established neighborhood areas. Exceptions should be permitted only when it is demonstrated that the proposal truly constitutes an improvement to the ordinance and is consistent with the ordinance's general intent.*

6. *Home occupations should be permitted only when such activities are conducted in a manner which assures that evidence of such occupation is not "obviously" present at the property line. Considerations should be given to its impact on downtown businesses, adjacent property values, traffic generation and parking, health and safety, aesthetics, and other factors affecting the general public welfare.*

7. *The City of Fennimore should coordinate planning activities, policies, and land use regulations with surrounding townships to effectively plan for residential growth beyond city limits, including the provision of adequate public utilities to development annexed to the city.*

8. *Individual and property protection against fire, crime, and other dangers should be adequately provided to all city residents.*

9. *Effective building and housing codes should be formulated and enforced to maintain and ensure the quality of existing and new housing units, also prohibiting the construction of pole barns within the city. New housing should meet or exceed the energy conservation requirements of the State Uniform Dwelling Code.*

10. *Fennimore should develop a building code that would be flexible and allow for alternative housing designed to take maximum advantage of solar or other supplemental energy efficient power sources.*

11. *City subdivision and zoning regulations should provide for a variety of innovative, well-designed density and development concepts including the possibility of planned unit development (PUD).*

12. *Mobile home parks and trailer courts may be permitted in certain areas provided the development is well planned and in accordance with acceptable standards, including those spelled out in the Fennimore zoning ordinance.*

13. *The city should actively enforce housing maintenance codes and standards to help preserve the existing housing stock and offset the need for additional new housing. This could also include the adoption of a uniform dwelling code and the hiring of a building inspector to enforce the code.*

14. *A city program dealing with rehabilitation of existing housing should be considered when appropriate, utilizing public and private resources to the maximum.*

15. *Capital improvements for supportive services and the replacement of obsolete physical facilities such as streets, sewer and water, sidewalks, and others, should be encouraged in older residential areas to preserve, improve, and stabilize their vitality as residential neighborhoods.*

LAND USE

4.0 TO ENCOURAGE THE BEST AND MOST EFFICIENT USE OF LAND THAT BENEFITS BOTH THE COMMUNITY AND ITS RESIDENTS.

4.1 Encourage cluster development which promotes the efficient use of space and reduces development costs as an alternative to scattered development in areas where services and facilities exist or are already planned.

4.2 Encourage harmony in land uses throughout the city, making sure that proposed adjacent uses are compatible with existing or anticipated future development.

4.3 Provide suitable sites in sufficient quantity for each type of proposed use, first developing available acreage within the city in order to minimize sprawl.

Policies:

1. *All development proposals should be scrutinized for compatibility between the proposed use and natural and man-made limitations of the site.*

2. *Proposed uses should be compatible with existing uses which border them. Where this is not possible, adequate buffers should be provided.*

3. *Development which makes use of existing sites within the city should be given higher priority than that proposed for other areas, assuming the development is compatible with existing sites.*

4. *New development should be required to be compact and to occur adjacent to existing development and utilities, thus reducing the cost to the city of providing services.*

5. *Development costs should be borne by the developer and not the public.*

6. *Ensure that annexation proposals for all types of development are in accordance with the recommendations of the city's development plan.*

7. *Coordinate the development plans of the Vocational-Technical School with those of the city in order to insure compatibility and reduce costs.*

8. *Urban development along principal arterial routes should be discouraged in order to minimize traffic congestion and potential traffic hazards.*

TRANSPORTATION

5.0 TO PROVIDE AND MAINTAIN A CONVENIENT, ACCESSIBLE TRANSPORTATION SYSTEM THAT IS A SAFE AND EFFICIENT MEANS OF MOVING PEOPLE AND VEHICLES TO, FROM, AND WITHIN THE CITY.

5.1 Provide sufficiently-sized street rights of way whose travelled surface is adequately constructed and maintained.

5.2 Repair and maintain all sidewalks at a standard level in order to provide safe and adequate pedestrian ways throughout the city.

5.3 Assure safe pedestrian access and circulation where major pedestrian activity occurs.

5.4 Promote the separation of truck- and through-traffic from local traffic and residential areas to the greatest extent possible.

5.5 Periodically examine the functional street classification system and compare it with existing uses and traffic volumes, making adjustments where necessary.

5.6 Create and maintain current and long-range transportation plans.

5.7 Where possible, remove traffic hazards, bottlenecks, and dangerous intersections while also eliminating confusing directional and regulatory signs.

5.8 Encourage the provision of some form of public transit for residents living within the city.

Policies:

1. *Fennimore should exercise its "Official Mapping" authority to identify and preserve needed future street corridors.*

2. *The city should require developers to dedicate land and provide curb and gutter for the extension of streets to the edge of the subdivision.*

3. *The city should use designated truck routes and local ordinances to help reduce truck traffic in residential areas. Setback standards should be of sufficient distance to allow for on-site truck loading and unloading.*

4. *Consideration should be given to providing additional off-street parking facilities. Planning should begin to designate suitable downtown location(s) for eventual acquisition and development.*

5. *Access should be controlled and limited on arterial highways to minimize traffic congestion and to promote user safety. The frontage road street design concept should be promoted, as appropriate, as access to highway commercial land use.*

6. *Standards for pavement and right-of-way width should be developed based upon the functional classification of city streets. All new street construction should conform to these standards while existing streets should be upgraded when feasible.*

7. *The city should continue to support Grant County's programs which provide inter-community public transit opportunities for county residents.*

8. *The city should adopt a program of uniform signage and street marking on a community-wide basis in order to alleviate confusion.*

9. *The city should develop a schedule for the maintenance and placement of existing sidewalks first, putting emphasis on those occurring downtown (when appropriate), then those sidewalks located in the remainder of the community.*

10. *New residential developments should be required to level lots to the sidewalk grade in order to provide for the future installation of sidewalks as growth continues..*

PUBLIC FACILITIES

6.0 TO DEVELOP AND MAINTAIN PUBLIC SERVICES AND FACILITIES TO MEET THE EXISTING AND FUTURE NEEDS OF THE PEOPLE OF FENNIMORE.

6.1 Provide adequate space for city staff and work crews, including the enlargement or renovation of existing facilities.

6.2 Encourage a continuity of color and exterior motif in public facilities to give Fennimore a common, unified identity.

6.3 Support the best health care and educational facilities which meet the needs of Fennimore residents.

6.4 Develop a capital improvements program designed to anticipate major city expenditures in advance and to identify and plan for sources of financing, including revenue generated and received.

Policies:

1. *The city should develop a community-wide civil defense program including the creation of an emergency plan of action and the provision of an adequate warning system, adding to that which already exists.*

2. *Solid waste disposal needs of the city should be closely monitored to ensure that adequate sites are available which will accommodate the needs of both the city and county. The city should also encourage Grant County to aggressively seek a solution to county solid waste disposal problems.*

3. *The burying of both existing and future public utilities should be encouraged where possible.*

4. *In conjunction with street reconstruction, existing water mains should be inspected and replaced or repaired if needed.*

5. *Both the police department and rescue squad should be relocated to more appropriate facilities which meet state requirements.*

6. *The city should continue to support the volunteer rescue squad and fire department in order to provide for a high quality of protection service to community residents.*

7. *Future consideration should be given to moving the city maintenance departments to a location in the industrial park if feasible.*

8. *Screening around existing public maintenance facilities should be provided in order to make them less obtrusive to the neighborhoods in which they occur.*

9. *The city should continue to seek public input into present and future community facility needs.*

RECREATIONAL DEVELOPMENT

7.0 TO PROVIDE ATTRACTIVE, DEVELOPED AREAS THAT ENCOURAGE THE USE AND ENJOYMENT OF VARIOUS TYPES OF RECREATION FOR PEOPLE OF ALL AGES.

7.1 Develop programs and provide sufficient equipment which utilizes all recreational facilities and meets the needs of a variety of age groups.

7.2 Provide additional recreational facilities and set aside sufficient recreational land in all new subdivisions or newly developed areas which reflect the needs of both the neighborhood and the community.

7.3 Develop a variety of social and cultural activities which provide a creative outlet for community expression and benefit all residents.

Policies:

1. *A yearly evaluation of the community's projected park and recreation needs should be established in order for adequate planning and preparation to occur.*

2. *The development of existing park and recreation projects should be emphasized before new types of recreational development are begun.*

3. *Fennimore should continue to follow a regular procedure for review and revision of the park and recreation plan. Changing conditions will require periodic reconsideration of plan proposals.*

4. *Joint efforts by the park and school interests should be encouraged in order to maximize the resource potential of both while minimizing duplication.*

5. *Consideration should be given to the development of softball diamonds for community residents.*

6. *The city should consider implement the second phase of the community swimming pool construction by taking steps to enclose it.*

7. *The City Council should consider expanding the authority of the Buildings, Parks, Pool, and Cemetery Committee to also include recreational development.*

8. *Community facilities and furniture constructed in city parks should be coordinated in terms of design, placement, and aesthetic qualities.*

9. *The city staff should continue to try to secure grants and other forms of assistance for recreation expansion and development.*

PLANNING AREA DEVELOPMENT

8.0 TO MAINTAIN A MUTUALLY BENEFICIAL RELATIONSHIP BETWEEN THE CITY AND SURROUNDING TOWNSHIPS WHICH GUIDES AND DIRECTS GENERAL DEVELOPMENT INTO DESIRABLE FORMS AND PATTERNS.

8.1 Promote future growth in areas planned and suitable for such expansion and coordinate development proposals with city, county, and township officials.

8.2 Ensure that newly developed areas are adjacent to existing municipal services and are compatible with current uses of land.

8.3 Maintain and protect the quality of the surrounding environment including surface and ground water supplies, wooded areas, and plots beneficial to wildlife.

8.4 Discourage urban development from making use of prime agricultural lands to the greatest extent possible.

Policies:

1. *The City of Fennimore should implement the recommendations of the comprehensive plan to encourage the development of a balanced land use pattern of residential, commercial, industrial, and recreational areas adequate to provide for future growth.*

2. *Community development should occur contiguous to and extend outward from areas of existing development where urban services are available or planned.*

3. *Sewer and water extension policies should include provisions which require that new subdivisions be located in reasonable proximity to the existing utility system.*

4. *Effective coordination of proposed development review procedures among city departments and surrounding townships should be encouraged.*

5. *The city should channel growth where planned and rational patterns of development are compatible with natural resources and control or prohibit development in those areas where severe limitations exist due to soils, flooding, topography, or geology.*

6. *The city and township should minimize the dangers to people and property by ensuring that future development does not disrupt natural drainage ways in the planning area.*

7. *Residential development should be discouraged on better agricultural lands except in those areas adjacent to existing community development, and programmed for the extension of public facilities and services.*

8. *The city should coordinate agricultural land preservation and planning efforts with surrounding townships.*

9. *The city should consider working with the surrounding townships and adopt extraterritorial zoning in order to better control development within the one and one-half mile planning area.*

CHAPTER 11

FENNIMORE COMPREHENSIVE PLAN

FENNIMORE COMPREHENSIVE PLAN

INTRODUCTION

This section is the culmination of the previous analysis of Fennimore and contains the recommendations designed to guide community growth for the next twenty years. The proposals outlined here are based upon problems and needs identified in earlier discussions and is an attempt to address those now in order for efficient future development to occur. The City Planning Commission as well as the City Council should use the plan when faced with community development decisions, combined with the implementation tools outlined in the next chapter.

The purpose of the comprehensive plan, in concert with identified policy objectives, is to provide for orderly, harmonious future development in Fennimore. Inevitable changes will occur within the community in the years ahead. New growth will take place, existing buildings will be replaced or remodeled, and considerable resources will be expended in the development of the city. The plan establishes a general scheme of what Fennimore of the future should be. The plan must be based on sound engineering and planning principles, and to be implementable, the plan must be realistic and be developed in relation to the available resources of the community. As a guide for both public and private development, the comprehensive plan will enable the efficient coordination and utilization of limited public and private resources. It will make it possible for public expenditures to take place without unnecessary waste and duplication and thus act as a stimulus to private development.

The plan is to be considered a flexible guide to decision making rather than an inflexible blueprint for development. The decisions reflected in it regarding the location of different land uses were based on existing knowledge of the characteristics and expressed priorities of Fennimore, its people, and anticipated growth and development patterns. As the knowledge or comprehension of these and other factors expands and makes existing proposals undesirable, the plan should be amended.

Amendments to the plan should be made by the Planning Commission and City Council only after a realistic evaluation of existing conditions and the potential impact of such a change is made. Amendments should not be made merely to accommodate daily pressures of planning and/or city government. It is important to recognize that planning is a process that should occur on a continuing basis if the community is to take advantage of new opportunities as conditions change.

The Fennimore Comprehensive Plan is comprised of three basic elements: a land use plan, a transportation plan, and a community facilities plan. The following discusses proposals for each element.

LAND USE PLAN

As discussed earlier, Fennimore is expected to increase in population from 2,212 in 1980 to 3,797 in 2010. This growth will result in an increased demand for residential, commercial, industrial, and recreational land as well as additional services. There is sufficient vacant land within the existing city limits to meet those land needs, although the public acceptance and political feasibility of some types of development may require the annexation of additional small parcels. Because one cannot dictate conclusively where people will live, planning outside of the city limits is also important. Developed acres both in

Fennimore and in the planning area have occurred in the past and this trend is likely to continue. The challenge to the city will be to promote the proper timing and location of development within remaining vacant land in Fennimore and its planning area so as not to overextend community facilities and services provided by the city.

Approximately 55 percent of all land in Fennimore is developed, leaving more than 400 acres of undeveloped or vacant land. Some of this remaining land possesses some constraint for development including steep topography, soil limitations, and compatibility problems with existing uses. When considering areas for future potential growth, a number of factors were instrumental in determining whether or not a particular parcel was suited for development. These included:

- Existing land use
- Existing road access
- Topography
- Slope
- Wet soils
- Septic system limitations
- Availability of and proximity to existing sewer lines
- Availability of and proximity to existing water lines
- Building foundation limitions
- Prime farmland

Because of existing land uses, topography, soils limitations, location of water and sewer lines, and other factors, a series of trade offs resulted in the final decisions as to what areas were most suitable for development. Table 1 indicates the amount and use of new land areas within the city proposed for development, while the resulting development plan depicting those uses is shown in Plate 43. In determining uses for the areas indicated, all undeveloped land was considered and compared with the above ten factors. The result is a set of recommendations for future growth areas based upon those factors as well as the needs of the community. These areas, then, represent parcels which could be developed in the most efficient and economical manner and which are consistent with natural physical limitations and conditions to the greatest extent possible. It will also be noted that some parcels outside of the city limits have been recommended for various types of development but are not intended to be annexed. This was done in an effort to encourage compatible land uses adjacent to the city limits. Although shown separately in Table 1, the acreages were not figured into the totals.

TABLE 1

ADDITIONAL LAND USES PROPOSED FOR DEVELOPMENT

Land Use Classification	Area In Acres	Acres Outside City Limits*	% of Total Proposed Development
Single Family Residential	204.58	11.94	46.23
Two-Family Residential	22.37	6.28	5.06
Multi-Family Residential	25.72	-	5.81
Mobile Home	2.35	-	0.53
Commercial	41.45	19.21	9.37
Industrial	111.43	-	25.18
Public/Semi-Public	3.31	-	0.75
Park and Recreation	16.55	-	3.74
Conservancy	14.74	7.94	3.33
Total	442.50	45.37	100.00

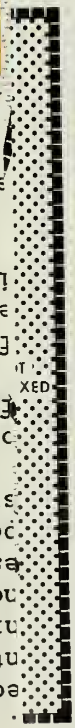
*These figures are in addition to, and not part of, the "Area in Acres" figures and are not part of the percentages given.

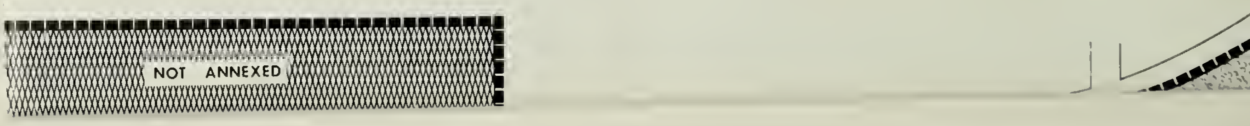
DEVELOPMENT PLA

CITY OF FENNIMORE
GRANT COUNTY, WISCONSIN

LEGEND

- ⁙ SINGLE FAMILY RESIDENTIAL
- ▦ TWO-FAMILY RESIDENTIAL
- ▩ MULTI-FAMILY RESIDENTIAL
- ▤ MOBILE HOME
- ▧ COMMERCIAL
- ▨ INDUSTRIAL
- ▨ PUBLIC/SEMI-PUBLIC
- ▩ PARK and RECREATION
- ▢ CONSERVANCY
- ▪▪▪ PROPOSED DEVELOPMENT





DEVELOPMENT PLAN

CITY OF FENNIMORE

GRANT COUNTY, WISCONSIN

Map Revised in June of 1985 - SWWRPC

Residential Development

Single Family

As can be seen from the table, the largest proposed additional land use category in Fennimore is single-family residential (204 acres). This represents about 46 percent of the total proposed development acreage. Residential uses currently account for about 41 percent of the developed area within Fennimore. Of the total residential uses, about 88 percent is single family. As was examined in the section on land use, approximately 145 acres of land is needed for residential development in the future, given Fennimore's historic and projected rates. This amount represents an average between the extremes of 19 acres and 248 acres and does not include streets or easements. Included in Plate 43 is about 200 acres of
le-family residential land. Although the total amount of residential property
he average indicated earlier, several reasons account for this. First,
ludes streets, easements, parks, and other "non-residential"
he parcel. Second, because of various limiting factors for
he land within an identified parcel may be suitable for
rmined at the time of development by a detailed site
eflects the wishes of the city to provide for a
and anticipates the potential for greater
lopment. In addition, lower density
idential space.

esidential areas shown

ending

t

enth
the

xi-
st,

ity

73
he

e
ld

Fenni
like
timi
its
prov

more
poss
limi
area
dete
Thes

wat
fi
in
de
in
va
re
he
de
wi

Residential Development

Single Family

As can be seen from the table, the largest proposed additional land use category in Fennimore is single-family residential (204 acres). This represents about 46 percent of the total proposed development acreage. Residential uses currently account for about 41 percent of the developed area within Fennimore. Of the total residential uses, about 88 percent is single family. As was examined in the section on land use, approximately 145 acres of land is needed for residential development in the future, given Fennimore's historic and projected rates. This amount represents an average between the extremes of 19 acres and 248 acres and does not include streets or easements. Included in Plate 43 is about 200 acres of single-family residential land. Although the total amount of residential property exceeds the average indicated earlier, several reasons account for this. First, this total includes streets, easements, parks, and other "non-residential" development within the parcel. Second, because of various limiting factors for development, not all of the land within an identified parcel may be suitable for development--this will be determined at the time of development by a detailed site analysis. And finally, the total reflects the wishes of the city to provide for a variety of locations for new development and anticipates the potential for greater growth than projected due to industrial development. In addition, lower density housing per acre would increase the demand for residential space.

Following is a description of the major single-family residential areas shown on Plate 43.

1. An important consideration for Fennimore's future development is recommending uses for vacant lots in the city. A number of lots were identified, then analyzed as to their development potential. Those which either have been recently developed or are suitable for future development are shown on Plate 43. Housing should be encouraged in these areas first since public utilities are already in place.

   There are two major clusters of vacant platted lots in the city. The first of these occurs in the northeastern portion of the city and is bounded by Jackson and Cleveland Streets on the west and east, and Fifth and Seventh Streets on the north and south. The other area is the Foxmoor Heights subdivision in the southwest and is bounded on the west and east by Wilson Street and Foxmoor Drive, and on the north and south by Thirteen and Fifteenth Streets. Other isolated vacant platted parcels occur randomly throughout the community.

2. The southern 16 acres of an area in the northwest corner of the city approximately bounded by the city limits on the west, Washington Street on the east, U.S. Highway 18 on the north, and Eighth Street on the south is another potential site. This area would lend itself to a well-planned residential subdivision and should include a small neighborhood park due to its proximity to the highway. Both water and sewer adequately serve the location.

3. South and west of the Foxmoor Heights subdivision is another area of about 73 acres which would lend itself to single-family residential development. The fact that the adjacent land use is single-family and that water and sewer lines have been extended into the Foxmoor Heights subdivision make the site attractive to this type of development. Because of its size, the area would also lend itself to such subdivision forms as condominiums or Planned Unit Development (PUD).

4. The final large area suited for residential, subdivision development is in the southeast corner of the city and contains almost 90 acres of land. This, as well as the previously mentioned area, should include small developed parks or play lots installed by the developer to meet the recreational needs of small children unable to travel to other playgrounds in the city. The areas adjacent to the site are well served by water and sewer, making the parcel an attractive location for a well-designed subdivision layout with the same possibilities as the previously mentioned parcel.

5. Several other smaller parcels of land suited to single-family development are also identified in Plate 43. These include about 3 acres north of Second Street and east of an extension of Monroe Street, about 5.7 acres north of Fourth Street in the vicinity of the high school, and about 5 acres near Madison and Eighteenth Streets. Though not large enough for a major subdivision development, these areas can be platted and made available for future single-family dwellings.

6. In addition to the areas mentioned, two other areas outside the city limits were identified as suited for single-family residential development. The first is about 5 acres adjacent to the city limits north of Fennimore, and the other comprises about 7 acres adjacent to the eastern city limits between Marsden Park and the high school. Although these areas are recommended for single-family development, they are not being proposed for annexation. The purpose for designating these parcels is to encourage compatible land uses in the township adjacent to the city.

As indicated, approximately 204 acres of land have been identified for a single-family residential development. This will provide adequate opportunity for both individual lot development in existing neighborhoods as well as the development of new subdivisions. Areas of extreme slope, wetness, or requiring special engineering considerations over and above what is considered "normal" for Fennimore should be discouraged since these increase the cost of development for both the city and the developer. Also, those areas bordering the creek east of Foxmoor Heights should be avoided due to a high water table.

A certain risk exists in "over-targeting" land needed for residential development. The problem could become one of limited ability to stage growth in a proper and efficient manner, particularly the extension of streets and utilities. Leapfrog residential development in "remote" locations, unconnected from the utility system, should be discouraged. Several regulatory tools are available for Fennimore to ensure development occurs in a manner consistent with the plan. These will be discussed in more detail in the next chapter, but include zoning, subdivision regulations, and an official map ordinance. Internal residential neighborhood street patterns should conform to the Official Map Ordinance. The existing zoning ordinance will need to be revised to identify these areas targeted for residential growth. Areas identified for subdivision growth as discussed above could, in the interim, be zoned either "Agricultural Transition" or "Agricultural Holding." This would continue their use as agricultural lands until needed for residential use. The former designation reserves land for agricultural purposes up to 10 years, while the latter provides for reservation from 10 to 20 years. In addition to map and zoning ordinances, a subdivision ordinance regulates subdivision development. The subdivision ordinance requires the developer to make and install any public improvements considered to be reasonably necessary and to construct them according to municipal specifications. By means of subdivision control, a municipality may prevent the chaotic development of building on lands unsuitable for development and the consequential high municipal costs of altering, improving, or serving the area. This encourages standards of design compatible with existing city development. The ordinance should require all new subdivisions within the urban service area to be located within reasonable proximity of existing public water and sewer lines, thus allowing for the economical extension of public utilities into new residential areas. The city should establish a policy of assessing the costs of subdivision improvements to the developer as well as requiring a set aside of recreational land tied to the size of the development.

Two-Family

Generally, two-family residential uses refer to duplexes or conventional housing converted for use by more than one but less than three family units. Each is totally self-contained. Plate 43 illustrates a number of areas which have been identified as being suitable for two-family use. Many of these are scattered throughout the community and represent areas in which the surrounding neighborhood is of a similar character. In addition, several larger tracts of possible two-family housing have also been identified (again based upon the character of the surrounding uses). These include:

1. North of Fourth Street approximately between an extension of Jackson and Garfield Streets outside of the city limits. It should be noted that this is not a proposal for annexation, but represents a recommended use adjacent to the city limits.

2. West of the high school bounded by Fifth and Seventh Streets and Garfield Court and Cleveland Street.

3. The block between Eleventh and Twelfth Streets and Wilson and Washington Streets, as well as the block immediately south of this, with the exception of the area of existing multi-family housing. These total about 6 acres collectively.

4. It should be noted that with the abandonment of the railroad and removal of tracks, half of the width of the parcels adjoining residential properties will be available to contingent owners. These are also shown as being two-family uses in the plate in keeping with the character of the neighborhoods.

Multi-Family

In addition to single-family and two-family residential developments, the city should anticipate an increased demand for medium density housing. Already, the city has identified affordable rental student housing as a need. As the cost for housing and financing increases while family size decreases, the demand for this type of development will also rise. The overall demand for multi-family housing is expected to remain moderate in comparison to total housing needs, however. Areas recommended for multi-family residential development on Plate 43 include:

1. Vacant parcels within existing, platted residential areas in the city proper, provided adequate off-street parking, lot size, and setback requirements are met and that the development is in character with the surrounding residential neighborhood.

2. An area of about 8 acres north of the proposed single-family area in the northeast portion of the city. This area is just south of Fourth Street (and south of a proposed commercial area) and is bounded by the city limits on the west and roughly by Washington Street on the east.

3. About 10 acres east of Lincoln Avenue and south of Sixteenth Street. This parcel abuts the eastern edge of a proposed and existing commercial area, and the western edge of a proposed 90-acre single-family residential area.

The above areas, in conjunction with the other scattered parcels shown on Plate 43, should provide ample opportunity to accommodate anticipated multi-family housing demands. The sites were chosen to ensure compatibility with existing uses, proximity to water and sewer lines, and accessibility. In order to ensure the character and quality of these medium density residential areas, the zoning ordinance should be revised if needed and actively enforced to prohibit incompatible uses such as business or light industry.

Mobile Home

There are currently two private mobile home parks in Fennimore. The first is located east of the Vocational Technical School and south of U.S. Highway 18. This park is at capacity. The other mobile home park is located in the extreme northwestern portion of the city north of Third Street. There is additional room for expansion here of about two acres as shown on Plate 43. The city feels that these two areas will serve the present and anticipated mobile home needs of the city. Nevertheless, if additional mobile home development is needed, certain standards and development principles should be followed. Certainly the city should continue its policy of requiring mobile homes to locate in parks rather than randomly throughout the community.

In order to ensure that future mobile home development is compatible with the city's needs, general lot and development standards should be required. All roads in mobile home developments should provide for convenient vehicular circulation. Pavements should be of adequate width to accommodate anticipated traffic loads. Off-street parking should be provided to reduce traffic hazards and improve the appearance of the mobile home development. Pedestrian walkways should be provided where pedestrian traffic is expected to be concentrated.

It is recommended that each mobile home occupy 2,800 square feet and 4,500 square feet for double-width mobile homes. The accumulated floor area of the mobile home and accessory structures should not exceed two-thirds of the total area of the lot. Lot size may vary if mobile homes of different sizes are anticipated. If the mobile home development accommodates 25 or more mobile homes, it should be provided with at least one easily accessible recreation area. Plate 44 illustrates some mobile home park design concepts.

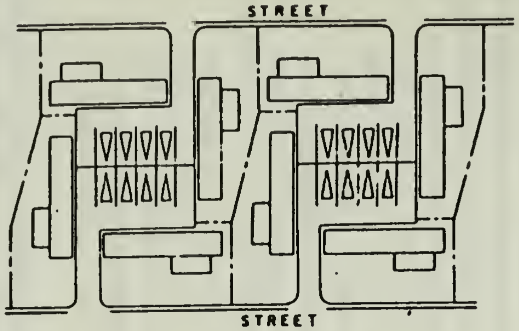
Commercial Development

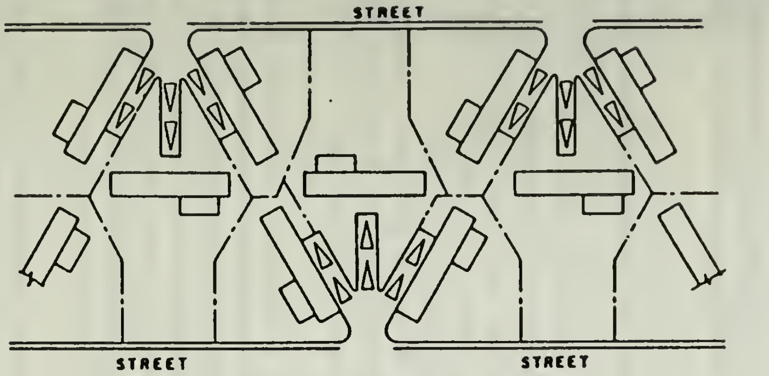
To encourage local commercial growth, it will be necessary to continue the appearance and quality of existing business districts and effectively limit further commercial development to areas that are compatible with and accessible to existing land uses. Two different types of commercial development districts are recommended for Fennimore and are shown on Plate 43:

- A central business district in the downtown area
- General commercial clustering along U.S. Highways 18 and 61 along the approaches to the city

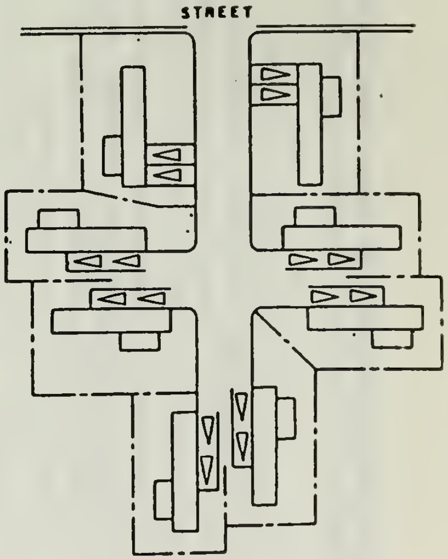
Central Business District (CBD)

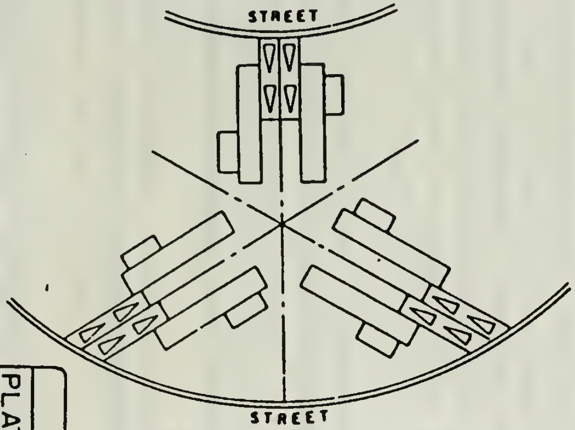
The central business district is the most accessible point in the city and has more contact with both community residents and visitors. Because it serves as a focal point for the community as well as the commercial core, the CBD should remain the dominant commercial and business center of the community. Retial sales and services will continue to dominate the activities in the CBD. Even with competition from other communities, most residents do their shopping for most items in Fennimore. A few notable exceptions are entertainment, appliances, and



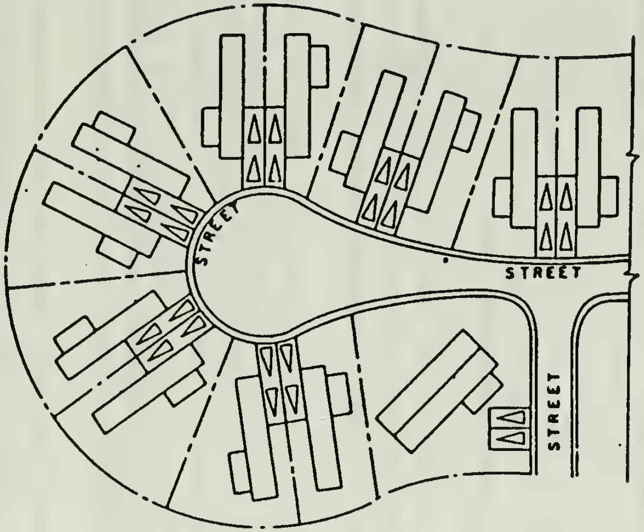


THREE UNITS MODULE
COMMON PARKING BAY



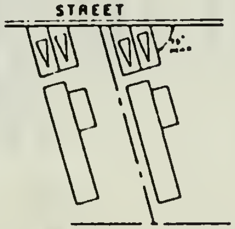


FRONT YARD & REAR YARD ORIENTATION
DEEP LOTS

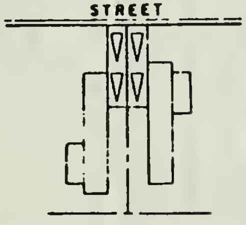


SIX UNITS MODULE FOR
INTERIOR BLOCKS

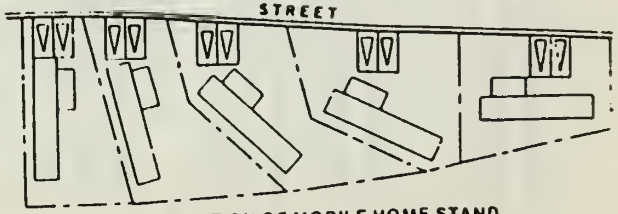
PLATE 44



PARALLEL CAR PARKING



BACK TO BACK COMBINED
UTILITY CORE & CAR PARKING



TRANSITION OF MOBILE HOME STAND

SOURCE: *Environmental Health Guide for Mobile Home Communities*. Mobile Homes Manufacturers Association, 1973.

clothing. It is important that even though there has been commercial activity occurring along U.S. Highways 18 and 61, the key to Fennimore's continued success lies in a strong CBD.

In terms of pinpointing the type of retail sales and service activities to be promoted, it is almost impossible to target one business over another. Based on the results of the citizen opinion survey, respondents indicated interest in attracting shoe and clothing outlets, restaurant, grocery, and fast-food stores, and chain or department stores. Although all of these may not be realistic due to sales volume needed and other factors, at the very best a campaign to attract more professional services downtown should be considered.

During the course of developing this plan, the city retained the services of JMA, Inc., an economic consultant service, to prepare a strategy for downtown revitalization.[1] The study identified three basic hindrances to downtown development which included:

1. Being a farm-based economy and having such a terrible national/local farm picture acts to reduce the amount of income available for local purchases;

2. The business operators are too independent and need to be more willing to cooperate in areas of operation/merchandizing before any meaningful activity can take place downtown; and

3. The city needs to not only expand the industrial base of the area, but also to capture the workers--have them live AND work in Fennimore as a way to improve the dollars available to area merchants.

The consultants also suggested that the community establish a common design theme in order to provide a visible rallying point for both the businesses and the community. Because of Fennimore's association with the narrow gauge railroad which once operated in Grant County, one possible theme suggested involves the railroad industry. The railroad motif with a turn-of-the-century look to downtown buildings, possibly a museum, and other related developments would help to shape the community and give the theme visible definition.

The economic analysis section of the study compared Fennimore with similar communities throughout the state and, based on the results, identified six potential new-type businesses which the community should be able to support. These include: 1) a retail bakery, 2) an auto dealer, 3) an additional financial institution, 4) additional medical facilities, 5) a theater, and 6) clothing stores. After further analysis, the most feasible businesses to pursue appeared to be the bakery, a fast food restaurant, and an auto dealership. Given the results of this analysis, the study suggested that the city should implement the following activities and ideas:

1) Build the community's image which is essential to re-orient the businesses and marketplace more toward each other.

2) Identify and organize local investors to encourage increasingly active participation in local ventures.

3) Develop an informational campaign to keep the investors well aware of current status, progress, and opportunities in Fennimore.

---

[1] JMA, Inc., Downtown Revitalization: An Implementation Strategy for Fennimore, WI (Green Bay, WI: September, 1986).

4) Identify appropriate sites to accommodate the bakery and fast food establishments.

5) Develop site specific data on the fast food site that would incorporate traffic counts, area population, income, employment, and cost.

6) Distribute site data to national restaurant chains soliciting their response--Hardees, Dairy Queen and A & W would appear to be the best options but all the majors should be contacted.

7) Monitor the opportunities available through an apparel store and auto dealership. They are potentially viable and interest in pursuing them (perhaps through a feasibility study) should be encouraged.

8) Develop marketing materials to help educate investors and industry in locating in Fennimore.

9) Continue the educational programs for the commercial site owners/operators.

10) Organize a cooperative advertising program for the commercial interests that targets the fringe market through ads in Boscobel and Lancaster newspapers.

11) Standardize hours of operation--turn downtown into a "shopping center."

12) Promote industrial development by continuing to support the county-wide economic development organization.

13) Organize a local revolving fund for economic development efforts that would include venture capital, matching funds from the financial institutions, and grant funds wherever possible.

Finally, five specific steps were recommended by the consultants for implementing the physical redevelopment of Fennimore's downtown. Each of the following suggestions are explained in greater detail in the final study document:

1) Develop concept drawings for existing structures, streetscapes, focal points, and other identified items.

2) Complete a detailed structure feasibility analysis and a downtown design plan.

3) Conduct a cost/benefit analysis in order to determine or verify the scale of the redevelopment effort.

4) Develop a capital program for financing the physical improvements to Fennimore's downtown.

5) Institute an enlistment program to solicit the participation of downtown property owners in the program.

Fennimore has a number of opportunities to expand the number of business establishments in the CBD. Presently there are several vacant buildings or properties available for sale or lease downtown. The city should concentrate on providing incentives not only for rehabilitating vacant commercial stores downtown but for making improvements as well. The improvements could be financed through the creation of a Tax Incremental Financing District (TIF), assessments allowed in a Business Improvement District (BID), by voluntary merchant donations, or possibly by grant funds matched with local contributions. Signs in the CBD are also important, with attention paid to both directional, informational, and business establishment signs. In regards to the latter, concensus on the types of allowable signs which businesses can display should also be reached, then strictly enforced. These steps would serve to strengthen the character of the CBD and make it more attractive for outside shoppers to patronize the businesses located there. In addition, street and sidewalk improvements where needed in and around the CBD will enhance the shopping opportunities and atmosphere found there.

Besides efforts at beautifying downtown through street and sidewalk improvements, Fennimore should pursue efforts to capture tourism dollars. There are a number of tourist attractions throughout Grant County which require visitors to drive through Fennimore. Given its location and the fact that two federal highways converge downtown, Fennimore is in an ideal position to cater to these transient visitors. Fennimore should develop some destination attractions and aggressively market itself as part of the county tourism package. Most importantly is the need for the city to develop a coordinated strategy to market itself to persons outside the area in an effort to attract tourists. Once in the community, the tourists are then likely to make other purchases from the downtown merchants, given the right advertising and marketing.

Any downtown strategy adopted by Fennimore will have to be coupled with an effective promotion campaign. A promotion program should include a variety of local participants such as retailers, downtown merchant's association, Chamber of Commerce, municipal officials, the media, civic organizations, consumers, and historical groups. Possible elements of a promotion program include, but are not limited to, the following, which was taken from the Downtown Improvement Manual by Emanual Berk of the Illinois Department of Local Government Affairs, 1976:

- A CBD slogan, special theme, and/or symbol
- Improved merchandising
- Better retial services and attention to customers
- Coordinated CBD-wide promotional sales
- Regular special events
- Aggressive use of newspapers, radio, and other mass media for advertising, feature stories, etc.
- A commercial development brochure
- Parking promotions
- Others, as determined appropriate

There are no simple answers to all downtown problems. To reach even a basic understanding of the problems of the central business district and how they can be eliminated, a great deal of work and dedication on the part of a large number of people, institutions, and businesses will be needed. It will require a careful study of existing problems, a realistic assessment of central business district potentials, an evenhanded analysis of the alternatives which are open, and decisions to take action which promise long-term success rather than short-term gains.

Finally, additional parking should eventually be provided to service the CBD. One or two possible areas should be developed for CBD customer parking. Parking should be convenient for the customer to use, yet have adequate access to a variety of shopping opportunities. Retailers will suffer if customers perceive it as inconvenient to gain access to their store.

General Commercial District

Several areas along U.S. Highways 18 and 61 are proposed for commercial development and represent infilling of commercial activity with similar existing uses. Where the land area allows, these areas should cluster activity in order to reduce the tendency to sprawl along the highway and to increase traffic congestion. In addition, frontage roads should be required to reduce congestion and assist customers in convenient access to commercial establishments with reduced hazards of accidents. The identification of the district is necessary as not all new commercial development will be attracted to the CBD, nor be appropriate in nature. General commercial district uses include those activities that are automobile oriented, consume larger parcels of land, and require maximum visibility. As with proposed residential land uses, those areas of proposed commercial development outside of the city limits are not identified for annexation, but are shown as recommended development compatible with surrounding community land uses.

This general commercial district will provide ample space for commercial expansion. The clustering of development will minimize the potential of linear commercial sprawl while at the same time take advantage of optimum locational factors. Many new commercial establishments will be attracted to these areas, particularly those types providing retail sales operations. The district will also be accessed primarily by the automobile user and care must be exercised to regulate and control transportation movements through such means as frontage roads. Adequate setbacks should be required in order to allow for the provision of frontage roads at a future date in instances where construction is staged. In order to preserve the existing right-of-way corridor along both U.S. Highways, the number of access/egress points should be limited. Additionally, internal pedestrian circulation could be improved by requiring the construction of sidewalks as new development occurs. Finally, Fennimore's zoning ordinance will also have to be structured to reflect these areas as general commercial districts, excluding or minimizing "non-compatible" land uses. Direct competition with the CBD should be discouraged.

Industrial Development

Fennimore has had some success at attracting industry to the community. The major industrial employer, Ray-O-Vac, is an example of this. The Vocational-Technical School, though not an industry per se, is also a major employer and is a result of the city's efforts. Both the City Council and the Industrial and Economic Development Council have been committed to industrial and economic growth and began this planning effort to arrive at a strategy for attracting growth opportunities to the city. Traditionally the manufacturing sector has been the target of the community's efforts. In addition to future manufacturing growth, the city should not rule out the attraction of non-manufacturing firms such as insurance companies, health services, wholesaling, and construction firms, as these types of businesses contribute significant roles in the growth of the local economy. This is based on a nationally-recognized trend that the country's economy will shift from a processing and manufacturing orientation to a dominance of the service/non-manufacturing industries. The importance of the tourism industry has been previously discussed and should also be pursued.

Future industrial growth in Fennimore will involve two types of activities: the expansion of existing industries and the attraction of new industries. In both instances, the availability of lands to serve the needs of specific types of industrial development will be essential.

The Fennimore land use plan emphasizes the importance of industry to provide enough employment to support the projected population. The city feels that adequate acreage for future industrial expansion has already been secured and is available in the city's industrial park. Of the 226 total acres in the park, about 70 acres remain available for development. The large industrial area shown on Plate 43 (bounded by Bronson Boulevard and Stitzer Road) contains about 100 acres, although some of this is owned by Ray-O-Vac and is therefore not available. The site is also served by water and sewer lines and contains an elevated storage tank, providing adequate pressure for fire protection and in-building sprinkler systems. Other areas proposed for industrial development to the west of this site contain about 11 acres. Besides having adequate water and sewer service, the site is sufficiently removed from the community to minimize land use conflicts, and its proximity to U.S. Highway 18 affords excellent transportation access.

The City of Fennimore should continue an active role in a community industrial development strategy. For the most part, the role played by local government will be a cooperative one as opposed to a direct one. Fennimore's industrial development program should involve extensive input and support from city officials in the expansion of existing industry and the attraction of new industry.

The city should continue to cooperate with private industry and local business associations. The city could assist private industry by "lending its name" (but not its credit) through the issuance of industrial revenue bonds. This would help build the city's industrial base, broaden the property tax rolls, and provide jobs--the community, industry, and investor all benefit. An ongoing public/private partnership as described can be best used as a tool to realize community economic development. Other examples of local government cooperation include the following:

1. Planning and Zoning: An action of local government that reflects community preparation and attitude toward business and industry is sound planning and effective regulatory enforcement (i.e., zoning). Zoning furnishes protection to industry and the community by keeping the nature of the area from changing and prohibits the use of nearby property in any incompatible manner.

2. Community Services: The city should ensure that it has the capability to provide adequate public utilities and services to new industry. Reserve capacity of the city sewage collection and treatment system exists.

3. Development Incentives: The city should determine the type of incentives to be used to encourage industrial growth. Incentives may include municipal and industrial bond financing, preferential taxation, provision of city services such as water and sewer lines, access roads, or loans from local business development corporations. The cost of these incentives should not be greater than the benefits incurred from industrial development.

4. Determine the Type of Industrial Development Desired: Results from the Fennimore citizen opinion survey suggest that community residents are in favor of securing new employment opportunities. The city can work directly with the Economic and Industrial Development Committee or other local groups in identifying employment opportunities in growing industries or in industries expected to grow. As suggested earlier, employment opportunities may shift to non-manufacturing types of industries. Labor force outmigration will likely decrease as a result of employment diversification.

TRANSPORTATION PLAN

A most important factor in the future growth of Fennimore will be the availability of adequate facilities to serve the transportation needs of the people. It is the role of government to provide or ensure that there is provided a safe, efficient, and convenient circulation system available for public use. A good transportation system is one which is capable of delivering people, goods and services to, from, and within the community while providing for the efficient movement of traffic.

Various modes of transportation have been considered in the development of the Fennimore transportation plan. The following transportation proposals are directed towards correcting inefficiencies and improving Fennimore's overall transportation network. The proposals are derived from the policies previously developed and can be altered as changing needs require.

Railroad Transportation

Fennimore is no longer served by rail transportation, the line being abandoned in 1980. At the present time, the city's plans for the trackless corridor involve developing a portion of the area near Lincoln Avenue for public purposes, and allowing residents bordering the corridor the option of purchasing a parcel of the land. Another possible use would be making the corridor into a greenway through the city, with bicycle and walking paths. This would require purchase of the corridor by the city and, at this time, is not being considered. The Development Plan anticipates purchase of the corridor by adjacent landowners and recommends such use.

Air Transportation

There is presently no scheduled air service in the Fennimore area. The closest service of this type is available at the Dubuque Municipal Airport in Dubuque, Iowa. Driving time is about 45 minutes. The Dane County regional Airport in Madison also offers scheduled air service and is an hour and a half drive from Fennimore.

Municipal airports in both Boscobel and Lancaster serve the general aviation needs of Fennimore residents. Both airports are currently classified as Basic Utility, Stage 1. The Boscobel airport is recommended to be upgraded to a General Utility, Stage 1 while the Lancaster airport's recommended classification is Basic Utility, Stage 2. A more detailed description of these airports and their facilities can be found in the section dealing with transportation in this plan.

Truck Transportation

Demands for common carrier trucking services may well increase during the planning period, given increased economic development. The city should consider identifying streets suitable for use as local truck routes, making them compatible with the existing street classifications as identified elsewhere. A local truck traffic ordinance should then be adopted which would prohibit through truck traffic on local streets not identified as truck routes. Steps should also be taken to slow down truck traffic along U.S. Highway 61 (Lincoln Avenue) as it passes through town.

Bus Transportation

Trailways Bus Lines presently serves Fennimore and the surrounding area. There are two regularly-scheduled stops, seven days per week. The 10:40 a.m. stop is for northbound passengers and the 6:05 p.m. stop is for southbound passengers. East and west connections can be made at Dodgeville and Dubuque. Tickets may be purchased at the Speedy Mart in Fennimore. This public transportation provides a valuable link connecting Fennimore to other major population centers.

Special Transportation

The Grant County Commission on Aging (GCCA) provides public transportation services for elderly and disabled persons throughout Grant County. The commission operates three 18-passenger buses, two of which run five days per week and carry elderly and disabled persons to congregate meal sites throughout the county (including Fennimore). One of the three buses is handicapped accessible. There is one full-time and two part-time paid staff to drive the buses. In addition, the commission uses its buses for special shopping trips to Madison, Dubuque, or La Crosse, or for sight-seeing excursions. At least ten persons must sign up in advance in order to schedule a special trip.

The commission has two other programs affecting Fennimore. Every Friday from 8:00 a.m. to 4:30 p.m., the commission runs a taxi service for Fennimore and Stitzer residents to assist in their in-town shopping needs. The other program is the Driver Escort Service. Paid volunteers are used to drive those in need to medical appointments in locations such as Fennimore or Madison. The arrangements must be made by the person needing the service with the county Social Services department five days in advance of the appointment. Social Services then locates a driver, with charges based upon the passenger's destination.

Streets and Highways

The street and highway system of Fennimore must be considered an essential part of a functional and orderly land use pattern of the city. Correctly located, new traffic facilities will allow direct routes, enhance the stability and desirability of existing residential, commercial, and industrial development, and open up the presently undeveloped areas for future expansion. Vehicle traffic has been the predominant mode of travel in the past and this is expected to continue in the future.

The transportation system in Fennimore has remained relatively stable over the past few years. Besides scheduled maintenance and street reconstruction, the addition of streets in newly platted subdivisions has been the only other major activity. Little or no changes in the existing street system are proposed other than the addition of new streets in future subdivisions. As stated before, new construction should also be required to maintain adequate setbacks to allow for the placement of frontage roads in order to limit access to the highway. The downtown revitalization study completed by JMA, Inc. also considered solutions to traffic congestion problems in the downtown area. The city should consider implementing the following recommendations from the study:

1) Assess and analyze the current alley system serving the downtown.

2) Determine the means as to how the alleys can be improved to provide for access and especially loading/unloading of freight.

3) Eliminate all on-street loading/unloading when feasible through city ordinance.

4) Prohibit double parking for any reason through city ordinance.

5) Encourage employees to park "off" main street by:

- evaluating the potential for off-street parking on "main" street, on vacant lots, or through selected acquisition and demolition (St. Mary's Church, Fortney House as options).

- development of side street parking

6) Widen radiuses and provide arterial lights at the intersections of 4th Street and Lincoln Avenue and 12th Street and Highway 61. Right hand turn lanes at both intersections are also recommended. To improve side street access and egress, signage prohibiting the blockage of those intersections while waiting for the light to change should also be installed.

7) The hill at the intersection of 13th Street and Lincoln Avenue should be topped off and a much flatter vertical cure installed to insure safety. The state is scheduled to do this in 1987 and 1989.

8) All pedestrian crosswalks should be highlighted by bold strips and cross hatching to better insure pedestrian safety.

9) The parking lots at the southeast corner of 11th Street and Lincoln and on 10th Street, one-half block off of Lincoln, should be paved and striped to encourage more use.

10) Determine the opportunity to use concrete templates or decorative brick for the crosswalks which, while enhancing the visual aspect, also acts to slow traffic. Contacting the district DOT office would be the first step in this process.

11) Establish standards of no parking zones away from intersections of Lincoln and intersecting side streets.

Arterials

Fennimore is served by two arterials--U.S. Highways 18 and 61. These highways link the city with Dubuque, Platteville, Madison, Prairie du Chien, and La Crosse. There is no need to consider alternative routing of arterials at this time, although the city has previously explored the possibility of a bypass. At this time, consideration and funding for such a project by the Department of Transportation falls beyond the time frame of this plan. However, city officials must exercise land use regulatory powers to preserve the primary function of these arterials--mobility. The city should discourage lineal sprawl along these routes, particularly future commercial development. The plan, as stated previously, proposes several clustered commercial developments along the highway approaches. To minimize the number of access/egress points serving the highway commercial district, a frontage road concept is proposed.

Collectors

Collector streets, as the name implies, serve to "collect" more localized traffic and generally interconnect with the arterial system. Collector streets provide a compromising function of mobility and land access. Currently three collector streets serve Fennimore. Collectors include Seventh Street from Lincoln Avenue east to the city limits, Marsden Park Street, and County Trunk Highway Q from the intersection of U.S. Highway 18 to Stitzer Road.

Local Streets

The local street system is comprised of all facilities not on one of the higher systems. Its primary function is to provide direct access to abutting land and access to the higher order systems. As suggested previously in the land use and transportation chapters, the city should continue an active local street improvement program and schedule street improvements as the need arises and financing allows. The city should continue to identify a priority rating so that street improvements can be staged. The city should establish and maintain a five-year capital improvement program in order to plan effectively for the cost of maintaining and improving local streets to meet or exceed engineering standards.

In addition to existing street improvements, the city should also schedule improvements to sidewalk construction/reconstruction. In some instances, the sidewalk system has been allowed to deteriorate for some years. Support for sidewalk improvements was suggested in the citizen opinion survey.

Also mentioned in previous chapters was the need to minimize and loop dead-ended streets wherever possible. For the future, more consideration should be given to discourage or eliminate this problem. Referring to the Development Plan (see Plate 43), areas targeted for future urban development have been proposed contiguous to existing land uses. This will make possible the looping of streets in some situations, resulting in a more desirable local street network.

Parking

Parking for the central business district was discussed under commercial development in the land use plan section of this chapter. Parking availability should be considered in any proposal for new commercial development or residential construction which involves medium density use. Parking regulations on Lincoln Avenue should be enforced in order to accommodate shoppers to downtown businesses, and employes should be encouraged to use off-street parking opportunities in order to free up more spaces for customers.

COMMUNITY FACILITIES AND SERVICES PLAN

An important consideration in the future of the City of Fennimore will be the quality of the community facilities and services to serve the residents of the city. Fennimore must strive to maintain a high level of community facilities and services to make the city more attractive as a place in which to live, work, play, and raise a family. The community facilities and services plan presents several proposals for future consideration by Fennimore officials. The proposals have been derived from policies previously developed.

Municipal Facilities

The municipal building is located on Lincoln Avenue in the central business district and houses the city administrative offices, the director of public works, the fire department and rescue squad, the police department, the utilities office, the city assessor's office, and the American Legion. Currently additional space is needed for proper storage of city records. Also, some question exists as to whether or not the police department is in violation of state law at its present location. If this proves to be the case, new quarters will have to be found which provide the proper distance between the department and other public buildings such as the elementary school. The library is in need of modification to make it handicapped accessible as well as to provide additional space. The current site is large enough to offer room for expansion. Finally, the municipally-owned electric utility needs to be upgraded from its present 2,400 volts to 4,160 volts. Another diesel generator is needed to increase the generation capacity of the city by at least 2,500 kilowatts. This could necessitate the relocation of the diesel generating plant to a site in the industrial park. Other municipal functions are adequately housed.

Educational Facilities

The grade school and high school buildings are in excellent shape and should not require major reconstruction in the future. Declining enrollments should not require additional facilities to be built, even though the city's population is expected to increase. Smaller family sizes will more than likely offset any major increase in enrollment, although in the long run a slight growth in the number of students enrolled may occur. The present facilities are adequate to handle present and future demand.

Health Facilities

Fennimore's health care needs are largely met by the Lancaster Memorial Hospital and the Memorial Hospital at Boscobel. Madison and Dubuque hospitals and medical centers also offer more specialized treatment. The two clinics in Fennimore round out the spectrum of medical treatment facilities serving the needs of the residents.

In addition to the above, Fennimore has an 88-bed skilled nursing home which maintains an average occupancy rate of about 95 percent. Given the large number of elderly persons in Fennimore and the surrounding area, the facility may have to expand in the future, although room is available adjacent to the facility. The facility is relatively modern and is in excellent shape.

Recreation and Open Space

Recreational Land

As discussed elsewhere in this plan, the recreational needs of the community have been met through the planning period, based upon the applied standards. Standards, however, do not always reveal the true needs of the community. In Fennimore's case, the total recommended acreage has been met, yet some of the areas in the city still may require neighborhood park development. This is especially true in the northern portion of the city and to a lesser extent in the southeast and southwest areas of the community. These latter two areas are less critical at this time since they are largely undeveloped, but should be kept in mind in the future. Plate 43 indicates an additional area of about 15 acres in the northern portion of the industrial park as recreation. The intent is to use this area, which is unsuited for industrial development, as an intensively developed community park.

In addition to the above two areas, the city is encouraged to require developers to dedicate a portion of larger developments for the recreational use of city residents. Usually these areas will amount to neighborhood parks and play lots. This is especially true for the three larger tracts of land proposed for future residential use as described earlier. These include the southern portion of the area bounded by the city limits on the west, Washington Street on the east, U.S. Highway 18 on the north, and Eighth Street on the south; the area south and west of the Foxmoor Heights subdivision; and the large area of about 90 acres in the southeast portion of the city.

Conservancy/Open Space

An additional designation has been identified on Plate 43 related to recreational land. The difference between the conservancy/open space category and recreational land is that the latter is more developed for intensive day use while the former is meant to remain in its more natural state with little development. The two conservancy areas shown in the southern portion of the city are designated as such mainly due to wet conditions--they are both drainage ways for the city. The two areas in the west and northwest sections of the city have steep slopes as their limiting factor. The areas should be left in their natural state, perhaps with some trails and/or interpretive signs. The city could either directly purchase them, enter into a long-term lease with the owners, or negotiate a conservation easement. Either of the options would ensure their continued use as open space.

Other specific recommendations regarding recreation have been made elsewhere. Refer to Chapter 8 on public facilities for additional comments on Fennimore's recreation situation. Combining recreational opportunity with sensible industrial, commercial, and residential growth will enhance Fennimore's overall community health and quality of life--both important considerations to businesses looking to relocate or expand and new residents looking for a pleasant atmosphere in which to live.

CHAPTER 12

PLAN IMPLEMENTATION

PLAN IMPLEMENTATION

INTRODUCTION

The implementation of the Fennimore policy development plan involves commitments by both the officials and citizens of the community. These commitments will be measured by a willingness to undertake substantial investments, a strong concern for the welfare of the community, and a realization that certain procedures must be followed to ensure a continued high-quality living environment. Among these suggested measures are the following:

- The adoption and enforcement of updated regulatory ordinances based on the objectives of the comprehensive plan

- The establishment of a continuing planning program including provisions for periodic review and updating of the plan and regulatory ordinances

- The support of citizens' committees as needed to sponsor specific community improvements

- The adoption and administration of a capital improvements and redevelopment program

DEVELOPMENT REGULATIONS

Regulatory controls used to guide development are an important means of implementing the recommendations of the comprehensive plan. The zoning ordinance, housing and building codes, subdivision regulations, official map ordinance, and extraterritorial controls are the principal regulatory devices used to protect existing development and to guide future growth in accordance with the comprehensive plan. These regulations are officially adopted by the Common Council as ordinances, then are administered by the various municipal departments and officials. The objectives of these regulations are outlined below.

Zoning Ordinance

The zoning ordinance promotes sound, orderly development directed toward the preservation of property values and the improvement of the overall appearance of the community by regulating the use of land on individual lots or parcels.

The proposed ordinance is designed to implement the policies in order to attain the objectives and goals of the Fennimore policy development plan and is intended to do the following:

- Ensure that the land use proposals of the Comprehensive Plan are carried out.

- Establish zoning districts within which only compatible land uses would be permitted.

- Establish minimum standards governing lot size, placement, and size of buildings and other related improvements to ensure that adequate setbacks, yards, and off-street parking facilities are provided.

- Reserve an adequate amount of suitable land to accommodate each type of anticipated future land use.

Zoning power is authorized by Section 62.23 of the Wisconsin Statutes for the purpose of promoting health, safety, morals, and the general welfare of the community. A zoning ordinance cannot generally be used to correct past mistakes since it is not retroactive (except through limited powers of the nonconforming use provisions). The ordinance is, however, one of the best ways of preventing repetition of past mistakes.

The establishment of zoning districts should be attempted only after careful consideration of the development patterns indicated in the policy development plan (Wisconsin legislation states that "regulations shall be made in accordance with a Comprehensive Plan. . ."). Amending the zoning district boundaries has the effect of changing the plan and, therefore, it is reasonable to assume that indiscriminate changes may result in the weakening or failure of the plan. The City Council makes the final decisions on the content of the zoning ordinance and the district map. These decisions are preceded by public hearings and recommendations of the Plan Commission.

It is recommended that the administration of this ordinance be lodged in the following three areas of the city government:

- The Plan Commission, an advisory body to the City Council on matters relating to community development as provided by Section 62.23 of the Wisconsin Statutes. The Plan Commission becomes involved in zoning matters when amendments to the ordinance or conditional uses are proposed. The Plan Commission hears, studies, and makes recommendations to the City Council on these and other matters.

- The building inspector, who is responsible for issuing all zoning permits, maintaining records, conducting inspections, and administering the zoning ordinance.

- The Board of Appeals, which hears and decides appeals on actions of the building inspector. The Board also considers applications for variances and other matters, as prescribed in Section 62.23 of the Wisconsin Statutes.

It is recommended that the City of Fennimore adopt the proposed changes to the zoning ordinance and provide for administrative personnel as required by the ordinance. Revisions to the zoning ordinance will be prepared to meet the needs of the Fennimore policy development plan.

Subdivision Ordinance

Subdivision regulations serve an important function by ensuring the orderly growth and development of unplatted and undeveloped land. Granted under Chapter 236 of the Wisconsin Statutes, the regulations are intended to protect the community and the occupants of a proposed subdivision by setting forth reasonable regulations for sewer and water facilities, storm water drainage, lot sizes, street design, open space, and other improvements necessary to ensure that a new development will be an asset to the city.

Fennimore currently has an adopted subdivision ordinance in place. The ordinance ensures that new land divisions are designed in an efficient and economical manner. The Fennimore subdivision ordinance provides for the following: a) requires the developer to dedicate a park area in subdivisions or provide a similar value in cash, and b) requires the basic costs of developing a subdivision be placed on the developer (except for oversized sewer, water, and storm mains).

Official Map Ordinance

This ordinance will enable the city to prevent developments on lands anticipated to be needed for future public uses such as streets and parks and prevents the city from being liable for any structures built on such lands as are shown on the official map. The city is not obligated to obtain the sites shown on the official map but has, in a sense, a "first option" on them at the time of their sale or subdivision. The City of Fennimore should adopt an updated official map ordinance to regulate growth based on the intent of the general development plan.

Building Code

Authorized under Chapter 62, building codes are designed to set standards for new buildings and are enforced by a permit system that is geared to assure proper structural specification and installation of materials as the building is erected. Fennimore currently has no building code which sets standards for public buildings; places of employment; and multi-family, two-family, and single-family units. The City of Fennimore should consider adopting the State Building Code to regulate these types of new construction.

Housing Code

Housing codes are local ordinances designed to set minimum standards for existing residential structures. They deal with owners' and occupants' duties to keep existing housing in sound decent condition, equipped with basic facilities for living, and not overcrowded. The City of Fennimore should consider a housing code and administer it in a manner that encourages improvement of and investment in the existing housing stock.

Extraterritorial Controls

To ensure the orderly development and use of land in areas adjacent to a municipality, Wisconsin law grants cities under 10,000 population extraterritorial zoning and platting jurisdiction for areas within one and one-half miles of the corporate limits. Extraterritorial zoning power, granted in Chapter 62 of the Wisconsin Statutes, allows any city which has created a city plan commission and has adopted a zoning ordinance to prepare and specifically provide for the enforcement and administration of an extraterritorial zoning ordinance. Extraterritorial platting power, granted under Chapter 236 of the Wisconsin Statutes, allows municipalities to grant plat approval of any subdivision within its extraterritorial jurisdiction.

It is recommended that Fennimore pursue the option of establishing extraterritorial zoning within its one and one-half mile jurisdictional area. The city should meet with township officials in order to work out a cooperative agreement and to educate town officials as to the community's development goals and objectives. Through such cooperation, conflicts between city and town officials regarding development issues can be minimized.

CAPITAL IMPROVEMENTS PROGRAM

This is an ongoing financial program intended to help put planning proposals into effect. It identifies needed public improvements, estimates their costs, discusses means of financing them, and establishes priorities for them over a three- to six-year period. A capital improvement program should be considered to implement the various public improvements as suggested in the Community Policy Plan.

A city which has adopted and maintains a capital improvements program would benefit in the following respects:

1. A sound program would make possible the coordination of physical planning with financial planning.
2. The city could make effective use of the maximum amount of public funds available.
3. The city could provide for diversified public improvements in the most desirable order of priority, based on the ability to pay for them.
4. The city could provide for a better distribution of public improvements in the community.
5. The program could present a useful opportunity for public review of future projects.
6. The program could lead to a stabilization of the volume of public improvements at a reasonably uniform level.
7. Use of the program could lead to the development of long-range fiscal planning, to stabilization of the tax rate over a period of years, and possibly to greater economies in borrowing.
8. The program could enable the city to take better advantage of federal and state grants-in-aid.

ECONOMIC DEVELOPMENT

Since improvement of the tax base, as well as a general upgrading of economic opportunities, is a necessary and desirable program for the community to undertake, Fennimore should be attracting new industries and businesses whenever possible. The community can improve its attractiveness by the following methods:

- Making available and protecting suitable industrial and business sites. (Appendix B outlines procedures for economic development)
- Initiating improvements in the Central Business District.
- Fostering, through local development groups such as the existing ones, the compilation and distribution of information regarding local industrial and business opportunities.

CONTINUING PLANNING PROGRAM

An effective comprehensive planning program should be continually reviewed and updated to reflect the processes of actual development and the changing attitudes and priorities of the community. Resource information should be gathered and studied to determine trends and to re-evaluate projections, forecasts, and plans. In five years, the comprehensive plan should be reviewed in depth to make any necessary policy and recommendation changes in relation to the direction and character of community development at that time.

Community Support

Fennimore's community development program will be successful only if public officials and citizens are willing to support and encourage implementation of the comprehensive plan's recommendations. Active citizen participation has been encouraged throughout the planning process to insure that desires of the community are reflected in the comprehensive plan. The Common Council, the Planning Commission, the Director of Public Works, the Building Inspector (if established), and local citizens should work together in achieving the goals of Fennimore's community development program.

Common Council

Fennimore's growth and development has been and will continue to be substantially influenced by governmental decisions. The City Council is assigned the legislative power to adopt the comprehensive plan and implement development regulations and programs. As chief policy makers, the board is responsible for establishing and actively sponsoring a continuing planning program.

City Planning Commission

Fennimore's Planning Commission has the primary responsibility for the development and monitoring of the comprehensive plan. A second responsibility would be to prepare development regulations and make recommendations to the Common Council designed to reflect and implement the policies and proposals of the plan. A third function would be to recommend to the Council a capital improvements program to promote long-range financial planning based on projected needs and financial capabilities. The Planning Commission should actively pursue the proposals and recommendations of the comprehensive plan to ensure more orderly growth and development in Fennimore.

Building Inspector

The building inspector is responsible for the administration of zoning, building, and housing codes. The nature of the inspector's role dictates a close working relationship with the Planning Commission to ensure that actions taken promote the proposals and recommendations set forth in the comprehensive plan. For these reasons, it is recommended that the city establish a building inspector position to assume these responsibilities.

Citizen Involvement

Public support is a principal tool in the planning program. First, citizen participation is essential during plan preparation to ensure that issues addressed and proposals offered reflect local desires and attitudes. All meetings were open to the public and citizen input was achieved through the use of a citizen opinion survey, periodic press releases, public informational meetings, and a final public hearing on the plan. Second, public involvement is needed to implement the comprehensive plan. Many of the plan's recommendations will require years of effort and financial commitment. Only with strong community support can such efforts be maintained. Accordingly, the city's civic, business, and religious organizations should actively promote the plan and its importance among Fennimore's residents.

REQUIRED ACTION

The following steps should be taken to implement the planning program:

Planning Commission

A. The policy development plan should be recommended for adoption by the Planning Commission and submitted to the City Council for their action.

B. Suggest to the Council means of developing the policies and carrying out the proposals and recommendations of the plan, including adoption of the proposed ordinances, establishment of a capital improvements program, and the fostering of a continuing planning program.

City Council

A. Review the policy development plan in joint meetings with the Planning Commission and adopt.

B. Review, adopt, and provide for the administration and enforcement of the development ordinances proposed by the Planning Commission.

C. Establish and actively sponsor a continuing planning program.

D. Develop, adopt, administer, and update yearly a capital improvements program.

CONCLUSION

Regardless of what course future development does take in Fennimore, demands for public services and increased pressures for unsuitable development of land will continue. Without some control over future development, the city will not be able to effectively and economically meet these demands. This could result in various problems for the city's taxpayers including the following: land use and traffic problems, high taxes, minimal municipal services, low and declining property values, and blighted environmental conditions. Fennimore officials have recognized the city's problems and potentials and are preparing for its orderly development. Part of this program, the preparation of a policy development plan and a program for its implementation, has now been accomplished.

This is only the first step, however. The plan can either become a static policy statement gathering dust on a shelf or it can be transformed into a dynamic action program for orderly, efficient, and rewarding city development. The first alternative will do nothing to improve the stature of the community; the second will. Given a concerned city government and citizenry, the planning program can become a blueprint for growth that will change as the community changes but will always give the community considered objectives to reach. The choice is up to the residents of Fennimore.

APPENDICES

APPENDIX A

COMMUNITY SURVEY RESULTS

INTRODUCTION

The purpose of the community survey was to obtain the opinions of the citizens of Fennimore on a variety of issues affecting the city. It was the intention of the city to give any citizen over 18 years old the opportunity to express their views. In the Fall of 1984, approximately 2,035 surveys were distributed throughout the city and 570 were completed and returned. This response rate of 28% was slightly less than what was anticipated, based upon previous surveys administered in other communities of the region. Compared with the response rate of surveys in general, 28% represents a moderate rate of return. It will be noted that all percentages do not add up to 100%--in most cases this is due to the rounding factor. In several instances, however, one respondent may have indicated more than one answer for a particular question (for example, question number ten under ECONOMY). In these cases, all answers given were recorded, thus affecting the total number of responses for a given question and ultimately the percentage.

SOCIO-ECONOMIC

The socio-economic information asked on the survey deals with the characteristics of the respondent. Taken collectively, it can give a general profile on the types of people completing the survey and perhaps give clues as to external factors affecting the way they answered. Slightly more survey respondents were female (55.1%) than male (44.4%). The majority of those responding were married (77%), while of the remaining respondents, there were more widowed, divorced, or separated (12.3%) than there were single persons (8.8%). Most persons returning surveys (23.5%) identified themselves as 65 years old or older, with 21.0% of the respondents (the next largest category) falling in the 25-34 year old range. Other age groups represented from 7.4% to 20.4% of the respondents. The high percentage of elderly persons in Fennimore more than likely accounted for the higher response rate of that age group.

Over half of the survey respondents (53.7%) were employed full time. Retired persons and housewives were the next largest groups of respondents with an almost equal percentage of returns (13.0% and 13.3%, respectively). A slightly smaller percentage of part-time employed persons followed (12.8%), while few respondents were either unemployed (5.8%) or disabled.

Not only were most respondents head of households (54.4%), but two-person households represented the largest response rate (34.4%). Four-person (21.2%), three-person (17.2%), and single person (13.3%) followed in order of response rate. The trend toward smaller family size, deferring children until later, and the high incidence of retired elderly persons in Fennimore, play a significant role in explaining these results.

The majority of those responding represented younger families, with 72.3% having no children out of high school. Those with one or two children out of high school represented 10.2% and 11.0% of the respondents, respectively. A slightly higher percentage of households responding (79.5%) indicated that all persons were employed. After that, the number of persons unemployed in those households responding fell off rapidly. For instance, 15.1% of responding households indicated one person unemployed, while only 4.5% listed two persons unemployed. Households with more than two unemployed persons were less than one percent.

Most respondents (92.9%) indicated that there were no handicapped persons in their households, while 6.7% listed one person. In addition, most respondents were homeowners (81.8%), while only 15.6% rented their housing. Persons with other housing arrangements (student housing, contractual arrangements, etc.) amounted to only 2.1% of the respondents.

Two questions were asked dealing with income. The first addressed family income in a general way, while the second question attempted to determine the number of low- and moderate-income persons in Fennimore. The highest percentage of respondents (20.0%) fell in the income range of $20,000-$27,999 with the next largest category being $35,000 and above. The other categories of $10,000-$14,999; $15,000-$19,999; and $28,000-$34,999 all accounted for 13.9% of the responses. The influence of the Voc-Tech School and Ray-O-Vac certainly account for the high response in the upper income ranges. In fact, 79% of the responses from the Voc-Tech School and 54% of those from Ray-O-Vac, indicated a family income of $20,000 and above.

Of those responding to the question, 36.1% indicated that they qualified as low- and moderate-income households. Determination of low- and moderate-income status is based upon a minimum household income level which is related to household size. As such, in Fennimore 51.0% of those households which are low- and moderate-income contain only one or two persons with income levels below $15,250. This would tend to concur with earlier findings showing many elderly people reside in the city and were the majority of respondents to the survey. These persons tend to live on fixed incomes and have small household sizes. Undoubtedly, this influence is reflected in the results of this question.

HOUSING

A majority of the respondents (63.9%) felt that Fennimore's housing stock had enough variety, while 70.3% indicated that the existing housing was in sound condition. Only a slight majority (51.7%) thought that housing in Fennimore was reasonably priced, and even less (38.1%) felt enough building lots were available and reasonably priced. A slight majority of respondents did not think that home financing was readily available and, not surprisingly, a majority (81.2%) said that interest rates for home loans were too high.

There was not a clear majority on the question of additional single-family housing. Of those answering, 45.6% thought that more housing was needed, while 42.6% did not agree. Slightly more persons (50.5%) did not agree that more multi-family housing should be built in Fennimore than did those that agreed (40.0%). There was a clear expression by respondents, however, that more condominium housing was not needed (68.2%).

Finally, a slight majority of persons (52.1%) felt that more low- and moderate-income housing was needed in the community. On the question of additional elderly housing, no clear majority was evident, although more persons did not favor the proposal (47.2%) than those that favored it (41.6%). Most people responding definitely did not feel that more land was needed for mobile home parks (71.2%). Two parks already exist in the city with space currently available.

DEVELOPMENT

Most respondents to the survey felt that Fennimore should continue to encourage growth. A majority (92.1%) disagreed that the city is growing too quickly and felt growth should be encouraged (93.3%). There was also strong support for planning as respondents overwhelmingly disagreed (83.4%) that future growth should be allowed to occur in an uncontrolled manner and agreed that the city should take steps to ensure orderly development of future growth (91.2%).

There was no clear majority opinion by respondents on the last three questions regarding development regulations. When asked if more regulations were needed, 49.9% of the respondents did not agree that there were. About equal percentages (40.2% agreeing, 39.6% disagreeing) of persons expressed opinions as to whether the city's zoning ordinance needed strengthening. Finally, 47.6% of those responding agreed that the ordinance should be better enforced, while 30.5% disagreed.

ECONOMY

There was widespread support (85.0%) from respondents for the city to spend funds in order to attract new business and industry to Fennimore. An even larger margin (94.9%) felt that industries should be actively encouraged to locate in Fennimore. Even though there is obvious support for industrial development, respondents felt that the city should be selective in the types of new business and industry recruited (78.8%).

There was not clear majority opinion on the issue of downtown parking. About an equal percentage of persons responded to the question of tax dollars being used to provide more parking (46.7% agree, 48.3% disagree) and only a slight majority felt that parking downtown was not adequate (51.1%). Because no clear view was expressed, perhaps a more detailed look at the parking situation is warranted in order to pinpoint specific problem areas.

As might be expected, an overwhelming majority of respondents agreed that Fennimore should actively seek business which would hire community residents (93.7%) and that local businesses should be encouraged to expand (84.6%). Although 62.3% of the respondents felt that future shopping opportunities should be concentrated in the downtown business district, 59.3% also felt that those shopping opportunities should be allowed along the highways. Although these may appear to be conflicting statements, it most probably reflects the view that Fennimore should not place limits on how much new business it wants. Since respondents also expressed an opinion that development should be orderly, the logical conclusion is that those businesses that are inappropriate for the central business district be encouraged to locate in designated business clusters along the highways.

The final question in this section dealt with where Fennimore residents shopped for eleven different items or services. These included groceries, clothing, appliances, furniture, medical and dental care, banking, automotive, entertainment, legal services, and hardware. In addition, the location of where the shopping was done was also asked. Most respondents indicated that they purchased groceries (58.1%), dental care (56.6%), banking (73.8%), and legal services (59.6%), in Fennimore. The next most popular choice for purchasing these goods and services was other places in Grant County. Items such as clothing, entertainment, and appliances were predominantly purchased outside of Fennimore, most likely in Grant County, Dubuque or Madison. Items such as furniture, medical care, automotive, and hardware were about equally divided between Fennimore and Grant County. In the case of furniture, Madison was identified by about 11% of the respondents as the place of purchase in addition to the city and county.

While it is unlikely that a community the size of Fennimore could compete in some sectors, such as appliances with larger discount outlets, there are areas which could be improved. Combining a clothing and shoe store would more than likely meet the needs of a number of residents, provided proper styles and sizes were stocked. A movie theater, for instance, would also help to capture some of the entertainment dollars lost. Given the current situation with medical care (difficulty in attracting quality physicians to rural areas, centralization of care facilities, etc.), Fennimore seems to be doing quite well. No doubt the clinic is a major asset to the community in this area. A more detailed study is needed to further define appropriate types of businesses which will meet community needs.

TOURISM

Tourism was seen as an important source of revenue by 52.0% of the respondents, yet 62.8% did not feel Fennimore's tourist attractions were adequately promoted. Interestingly though, only 54.2% indicated that there should be more promotion of the city's tourist attractions. There seems to be a slight contradiction in the answers to these last two questions, but the point remains that most persons answering the survey felt that Fennimore has some important tourist-oriented attractions which should be promoted more than they currently are.

There was no clear majority opinion as to whether tourism should be emphasized as a source of revenue for the city. Although 49.0% of the respondents agreed with the statement, 13.5% did not answer the question. Development which supports tourism was encouraged by 60.5% of those responding. It appears then, that businesses only catering to the tourist industry are less desireable than those that have a market in addition to tourists. When asked about lodging, 53.9% did not feel current facilities were adequate to meet the tourist demand, although again 13.1% had no response.

Although maybe not thought of in terms of a historic community, 57.2% of the respondents felt that historic preservation is important to Fennimore's tourist trade. In addition, 62.6% thought that historic preservation is important to the character of the city. Only a very slight majority (52.3%) felt that stronger controls are needed to ensure Fennimore's historic character, but a sizeable portion of respondents (16.4%) did not express an opinion on the question. There was no clear majority opinion on the question of whether existing controls for historic preservation were adequate--almost as many people did not answer the question (23.1%) as those that expressed an opinion one way or another. Finally, a clear majority was not evident regarding the existence of adequate restaurant facilities in Fennimore.

RECREATION

Although there are a number of parks and recreation areas throughout Fennimore, most respondents (though not a majority) did not feel adequate opportunities exist (49.6%). A large majority, however, felt that those facilities existing in the community are well used (80.5%). Most (60.7%) persons felt additional recreation facilities or programs were needed. When asked about the adequacy of eleven different recreational facilities and programs, respondents identified only four which were not in need of improvement or development. These were athletic fields (57.1%), playgrounds (54.8%), picnic areas (58.9%), and tennis courts (62.6%). Other facilities or programs which most respondents felt were in need of development or improvement were the swimming pool (67.0%), community recreation center (61.0%), ice skating rink (64.5%), senior citizen recreation center (63.9%), youth recreation program (72.2%), adult recreation program (62.1%), and a senior citizen recreation program (64.9%). It must be kept in mind, however, that the number of persons not answering this series of questions ranged from 11.4% to 14.6%, which could have some impact on the results of the majority opinion on some questions.

PUBLIC FACILITIES AND SERVICES

In the final set of questions, citizens were asked to rate fourteen different public facilities and services in Fennimore. Those rated as "very good" or "adequate" by the majority of respondents included the water distribution system (85.8%), the sanitary sewer system (89.3%), the electric utility (56.3%), public schools (85.4%), fire protection (92.3%), police protection (83.2%), streets (68.8%) and street lights (76.1%), city appearance (70.9%), drainage (73.6%), and garbage collection (88.8%). The highest marks were given for fire protection, garbage collection, the sanitary sewer system, and police protection. The one item rated "poor" or "very poor" by most respondents and most likely in need of improvement, was sidewalks (54.0%). Opinion about the appearance of the business district was not clearly divided with a similar percentage of persons giving it a positive rating as those giving it a negative vote. While off-street parking received a vote of "very good" or "adequate" by 50.7% of the respondents, the fact that 42.3% of the people rated it as "poor" or "very poor" and that 7.0% indicated no opinion, shows that this, too, may be a problem area worth considering by the city.

CONCLUSIONS

The results of the community survey discussed above are important in several ways. They allow community leaders and decision makers to more fully understand the needs and concerns of community residents, thus eliminating guesswork on their part and offering a truer picture of community attitudes. The survey also offers the residents a chance to voice their views and opinions and allows them to be more directly involved in shaping the future direction of the city. Finally, the results of the survey are important to the creation of the Development Plan (the end result of this Comprehensive Plan) because they provide needed direction to decision makers in determining the types and locations of future development.

FENNIMORE COMMUNITY SURVEY

Summary of Responses

Ward				Ray O Vac	Voc-Tech	Other	Total
1	2	3	4				
109	61	122	122	54	89	13	570

SOCIO-ECONOMIC

	1	2	3	4	Ray O Vac	Voc-Tech	Other	Total	%
1. Sex									
Male	54	23	55	54	22	41	4	253	44.4%
Female	55	38	67	68	32	48	6	314	55.1%
N/A	0	0	0	0	0	0	3	3	0.5%
2. Marital Status									
Single	11	4	14	6	6	8	1	50	8.8%
Married	90	43	90	100	42	70	9	444	77.9%
Widowed, Divorced, Separated	8	14	15	15	5	11	1	69	12.3%
N/A	0	0	3	1	1	0	2	7	1.0%
3. Age									
18-24	13	2	10	6	5	5	1	42	7.4%
25-34	17	16	22	16	22	26	1	120	21.0%
35-44	16	10	20	25	12	30	3	116	20.4%
45-54	22	3	21	16	8	16	2	88	15.4%
55-64	17	5	12	18	6	10	0	68	11.9%
65+	24	25	38	41	1	2	3	134	23.5%
N/A	0	0	0	0	0	0	2	2	0.4%
4. Employment Status									
Employed Full Time	50	25	47	49	50	79	6	306	53.7%
Unemployed	15	8	2	5	1	0	2	33	5.8%
Retired	7	2	32	31	1	0	1	74	13.0%
Employed Part Time	15	15	17	14	1	9	2	73	12.8%
Housewife	21	10	22	20	1	1	1	76	13.3%
Disabled (Not Working)	1	1	2	3	0	0	0	7	1.2%
N/A	0	0	0	0	0	0	1	1	0.2%
5. Are You Head of Household?									
Yes	55	32	72	66	28	51	6	310	54.4%
No	53	21	50	54	26	38	7	249	43.7%
N/A	1	8	0	2	0	0	0	11	1.9%

6. Total Number of Persons Residing in Your Household, Including Yourself

	1	2	3	4	Ray O Vac	Voc-Tech	Other	Total	%
One	10	10	23	17	5	9	2	76	13.3%
Two	45	25	51	40	11	18	6	196	34.4%
Three	25	6	8	34	10	13	2	98	17.2%
Four	20	11	24	20	15	30	1	121	21.2%
Five	4	9	11	9	10	14	1	58	10.2%
Six	2	0	3	0	2	4	0	11	1.9%
Seven	3	0	1	0	0	1	0	5	0.9%
Eight	0	0	0	3	1	0	0	4	0.7%
More Than Eight	0	0	0	0	0	0	0	0	0.0%
N/A	0	0	0	0	0	0	1	1	0.2%

7. Students Out of High School

	1	2	3	4	Ray O Vac	Voc-Tech	Other	Total	%
Zero	66	48	96	88	41	65	8	412	72.3%
One	19	5	5	13	3	10	3	58	10.2%
Two	15	3	16	12	7	8	2	63	11.0%
Three	6	3	3	8	3	5	0	28	4.9%
Four	2	2	1	1	0	0	0	6	1.1%
Five or More	1	0	1	0	0	1	0	3	0.5%

8. Total Persons Unemployed

	1	2	3	4	Ray O Vac	Voc-Tech	Other	Total	%
Zero	78	50	105	87	45	76	12	453	79.5%
One	21	8	15	23	8	11	0	86	15.1%
Two	10	3	2	8	1	2	0	26	4.5%
Three	0	0	0	4	0	0	1	5	0.9%
Four	0	0	0	0	0	0	0	0	0.0%
More Than Four	0	0	0	0	0	0	0	0	0.0%

9. Total Number of Persons in Household Physically Handicapped

	1	2	3	4	Ray O Vac	Voc-Tech	Other	Total	%
Zero	99	58	120	105	50	86	12	530	92.9%
One	10	2	2	16	4	3	1	38	6.7%
Two	0	1	0	1	0	0	0	2	0.4%
More Than Two	0	0	0	0	0	0	0	0	0.0%

10. Housing Relationship

	1	2	3	4	Ray O Vac	Voc-Tech	Other	Total	%
Own	92	54	100	98	42	70	10	466	81.8%
Rent	17	7	16	19	10	18	2	89	15.6%
Other	0	0	6	2	2	1	1	12	2.1%
N/A	0	0	0	3	0	0	0	3	0.5%

11. Family Income	1	2	3	4	Ray O Vac	Voc-Tech	Other	Total	%
Less Than $5,000	6	1	6	8	1	0	2	24	4.2%
$5,000-$9,999	15	12	19	18	3	2	1	70	12.3%
$10,000-$14,999	22	11	13	14	8	10	1	79	13.9%
$15,000-$19,999	19	3	24	16	10	7	0	79	13.9%
$20,000-$27,999	23	12	12	23	16	27	1	114	20.0%
$28,000-$34,999	22	5	14	15	8	16	0	80	13.9%
$35,000 and Above	1	14	25	22	5	27	5	99	17.4%
N/A	1	3	9	6	3	0	3	25	4.4%
12. Household Size According to Income									
1 Under $13,350	11	7	18	15	4	3	2	60	10.5%
1 Over $13,350	1	3	2	1	3	5	0	15	2.6%
2 Under $15,250	24	11	13	12	2	1	1	64	11.2%
2 Over $15,250	17	11	33	19	5	17	2	104	18.2%
3 Under $17,150	5	3	0	13	1	3	0	25	4.4%
3 Over $17,150	20	5	11	13	8	8	2	67	11.8%
4 Under $19,050	9	2	6	8	4	6	0	35	6.2%
4 Over $19,050	12	14	15	17	10	23	1	92	16.1%
5 Under $20,250	1	0	5	3	3	2	0	14	2.5%
5 Over $20,250	3	3	7	6	7	14	1	41	7.2%
6 Under $21,450	2	0	1	0	2	2	0	7	1.2%
6 Over $21,450	0	0	1	0	0	2	0	3	0.5%
7 Under $22,600	0	0	1	0	0	0	0	1	0.2%
7 Over $22,600	2	0	0	0	0	1	0	3	0.5%
8 or More Under $23,800	0	0	0	0	0	0	0	0	0.0%
8 or More Over $23,800	1	0	2	8	1	2	0	14	2.5%
N/A	1	2	7	7	4	0	4	25	4.4%

HOUSING	Ward 1					Ward 2					Ward 3					Ward 4					Ray O Vac					Voc-Tech					Other					Total And %									
	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	%	A	%	DA	%	SD	%	NA	%
1. There is enough variety in Fennimore's housing stock.	12	68	27	2	1	12	31	11	1	6	10	81	19	5	7	9	70	29	5	9	4	23	18	5	4	0	40	32	3	14	2	2	5	1	2	49	8.6	315	55.3	141	24.7	22	3.9	43	7.5
2. Most of the housing in Fennimore is of good quality.	7	70	30	1	1	10	40	7	0	4	8	83	22	3	6	5	88	27	1	2	0	38	10	1	5	1	44	29	3	12	1	6	4	0	2	32	5.6	369	64.7	129	22.6	9	1.6	31	5.5
3. Available housing in Fennimore is reasonably priced.	3	52	49	4	1	11	30	15	3	2	7	59	38	5	13	6	61	46	3	6	0	18	23	9	4	1	41	28	5	14	0	6	5	0	2	28	4.9	267	46.8	204	35.8	29	5.1	42	7.4
4. Building lots in Fennimore are available & are reasonably priced.	4	44	52	8	1	3	23	25	3	7	2	48	55	5	12	3	49	49	5	16	0	10	30	5	9	1	25	35	4	24	0	5	4	1	3	13	2.3	204	35.8	250	43.9	31	5.4	72	12.6
5. Financing for home ownership is readily available.	2	34	48	22	3	1	22	25	4	9	2	47	48	8	17	4	36	45	11	26	1	16	22	11	4	1	24	32	9	23	0	2	6	2	3	11	1.9	181	31.8	226	39.6	67	11.8	85	14.9
6. Interest rates for home loans are too high.	45	56	5	1	2	20	23	5	4	9	45	57	9	2	9	35	55	12	4	16	28	17	2	3	4	40	33	1	2	13	1	8	1	0	3	214	37.5	249	43.7	35	6.1	16	2.8	56	9.9
7. There is a need for more single-family housing in Fennimore.	8	47	43	10	1	1	15	27	8	10	7	37	62	4	12	11	47	44	7	13	11	24	15	0	4	6	42	17	0	24	0	4	6	0	3	44	7.7	216	37.9	214	37.5	29	5.1	67	11.8
8. There is a need for more multi-family housing in Fennimore (apts., duplexes, etc.).	9	34	49	17	0	2	12	26	14	7	6	35	58	15	8	5	40	53	13	11	5	25	14	4	6	11	41	17	1	19	1	2	5	2	3	39	6.8	189	33.2	222	38.9	66	11.6	54	9.5
9. There is a need for condominium housing in Fennimore.	3	21	52	32	1	1	4	25	21	10	0	23	71	19	10	2	16	65	19	17	2	8	28	10	8	4	21	34	7	23	1	3	5	1	3	13	2.3	96	16.8	280	49.1	109	19.1	72	12.6
10. More housing for low- and moderate-income persons is needed in Fennimore.	12	46	35	15	1	4	22	12	15	8	11	41	43	15	12	17	53	31	10	11	19	19	9	3	4	8	41	14	3	23	1	3	4	3	2	72	12.6	225	39.5	148	26.0	64	11.2	61	10.7
11. There should be more housing for elderly persons in Fennimore.	8	35	51	15	0	3	10	27	11	10	4	41	61	12	4	9	42	47	8	16	11	27	6	5	5	11	32	19	1	26	0	4	4	2	3	46	8.1	191	33.5	215	37.7	54	9.5	64	11.2
12. Additional land should be devoted to mobile home parks within Fennimore.	1	16	59	32	1	0	8	24	21	8	2	20	69	23	10	2	20	68	25	7	7	15	22	6	4	5	14	36	13	21	0	3	6	2	2	17	3.0	96	16.8	284	49.8	122	21.4	51	9.0

DEVELOPMENT	Ward 1					Ward 2					Ward 3					Ward 4					Ray O O Vac					Voc-Tech					Other					Total and %									
	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	%	A	%	DA	%	SD	%	NA	%
1. Fennimore is growing too quickly.	0	3	58	46	2	1	1	30	25	4	2	4	68	40	8	0	6	66	45	5	0	2	33	19	0	1	2	55	30	1	0	0	6	4	3	4	0.7	18	3.2	316	55.4	209	36.7	23	4.0
2. Fennimore should encourage growth to occur.	51	54	4	0	0	26	26	2	1	6	53	59	6	1	3	45	68	3	2	4	27	26	1	0	0	50	36	2	0	1	4	7	1	0	1	256	44.9	276	48.4	19	3.3	4	0.7	15	2.7
3. Should growth occur, it should be allowed to occur in an uncontrolled manner.	5	7	65	31	1	0	8	25	25	3	3	10	68	33	8	6	6	68	36	6	1	10	29	13	1	4	9	50	23	3	1	1	9	1	1	20	3.5	51	8.9	314	55.0	162	28.4	24	4.2
4. Fennimore should ensure orderly development of future growth.	32	72	4	0	1	23	30	2	2	4	39	66	7	0	8	36	79	4	0	4	10	40	3	1	1	33	49	3	3	1	5	6	0	0	2	178	31.2	342	60.0	23	4.0	6	1.1	21	3.7
5. There should be more regulation on development in Fennimore.	7	38	56	5	3	6	19	22	8	6	6	45	50	6	15	7	49	46	5	15	1	15	29	5	4	3	23	42	6	15	1	5	4	0	3	31	5.4	194	34.0	249	43.7	35	6.2	61	10.7
6. Fennimore's zoning ordinance needs to be strengthened.	12	33	49	7	8	9	23	19	8	2	14	39	40	5	24	10	47	45	1	19	4	11	19	4	16	4	19	23	3	40	2	3	3	0	5	55	9.7	175	30.7	198	34.7	28	4.9	114	20.0
7. Fennimore's zoning ordinance needs to be better enforced.	13	45	37	6	8	15	18	18	0	10	18	45	29	6	24	14	53	31	2	22	4	12	19	2	17	4	22	19	3	41	3	5	2	0	3	71	12.5	200	35.1	155	27.2	19	3.3	125	21.9

ECONOMY	Ward 1					Ward 2					Ward 3					Ward 4					Ray O Vac					Voc-Tech					Other					Total and %									
	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	%	A	%	DA	%	SD	%	NA	%
1. Local government should spend money to attract new business and industry to Fennimore.	38	61	10	0	0	18	28	10	2	3	39	61	14	2	6	33	68	16	2	3	24	23	3	0	4	34	47	7	0	1	3	8	1	0	1	189	33.1	296	51.9	61	10.7	6	1.1	18	3.2
2. Fennimore should encourage industry to Fennimore.	46	60	3	0	0	25	28	2	3	3	54	63	3	0	2	47	65	5	0	5	29	25	0	0	0	41	45	3	0	0	7	6	0	0	0	249	43.7	292	51.2	16	2.8	3	0.5	10	1.8
3. Fennimore should be selective in recruiting new business and industry.	28	61	15	4	1	18	31	5	3	4	22	74	18	6	4	16	82	13	5	4	12	29	12	1	0	10	55	19	4	1	3	8	1	0	1	109	19.1	340	59.7	83	14.6	23	4.0	15	2.6
4. Tax dollars should be spent to provide more parking.	15	39	44	10	1	6	21	20	10	4	10	48	42	15	7	13	44	55	4	6	8	18	24	2	2	10	28	41	3	7	1	5	3	2	2	63	11.1	203	35.6	229	40.2	46	8.1	29	5.0
5. There is adequate parking in the downtown area.	8	46	39	16	0	5	29	18	7	2	2	50	54	12	4	5	52	42	18	5	0	20	21	11	2	0	39	37	9	4	0	4	5	2	2	20	3.5	240	42.1	216	37.9	75	13.2	19	3.3
6. Fennimore should recruit businesses and industries which will hire community residents.	47	59	3	0	0	30	26	2	0	3	47	69	3	0	3	49	64	2	0	7	26	25	2	0	1	35	46	2	2	4	6	5	0	0	2	240	42.1	294	51.6	14	2.4	2	0.4	20	3.5
7. Local businesses should be encouraged to expand.	26	69	12	1	1	20	32	5	0	4	31	71	10	1	9	29	73	9	2	9	21	28	4	0	1	28	45	14	0	2	5	4	1	0	3	160	28.1	322	56.5	55	9.6	4	0.7	29	5.1
8. Future shopping opportunities in Fennimore should be concentrated in the downtown business district.	15	52	36	5	1	19	20	16	3	3	27	56	33	0	6	27	56	32	2	5	9	20	22	1	2	14	31	35	6	3	6	3	3	0	1	117	20.5	238	41.8	177	31.1	17	2.9	21	3.7
9. Future shopping opportunities in Fennimore should be allowed to spread along the highways.	28	50	28	2	1	6	28	19	4	4	13	50	43	4	12	9	45	50	9	9	6	31	13	4	0	15	47	20	5	2	5	5	2	0	1	82	14.4	256	44.9	175	30.7	28	4.9	29	5.1

ECONOMY (Continued)

10. The majority of your shopping (more than 50%) for the following items is done where?

WARD: 1

		Fennimore	Grant County	Dubuque	Dodge-ville	Richland Center	LaCrosse	Madison	Prairie du Chien	Iowa County	Crawford County	Sauk County	Other Various Places	N/A
a.	Groceries	77	25	2	0	0	0	1	0	0	0	0	4	0
b.	Clothing	0	67	14	0	0	0	11	1	0	0	0	5	11
c.	Appliances	20	67	8	1	0	0	6	0	1	0	0	5	1
d.	Furniture	37	49	5	0	0	0	8	0	0	0	0	6	4
e.	Medical Care	43	53	3	0	0	3	0	0	0	0	0	5	2
f.	Dental Care	66	32	2	0	0	3	3	0	0	1	0	2	0
g.	Banking	86	19	0	0	0	0	0	0	1	1	0	2	0
h.	Automotive	48	50	2	0	0	0	1	0	0	0	0	5	3
i.	Entertainment	34	61	4	0	0	0	1	0	0	1	0	3	5
j.	Legal Services	65	40	0	1	0	1	0	0	0	1	0	1	0
k.	Hardware	55	46	3	0	0	0	0	0	0	0	0	3	2

WARD: 2

		Fennimore	Grant County	Dubuque	Dodge-ville	Richland Center	LaCrosse	Madison	Prairie du Chien	Iowa County	Crawford County	Sauk County	Other Various Places	N/A
a.	Groceries	43	16	1	0	0	0	0	0	0	0	0	1	0
b.	Clothing	0	27	12	0	0	0	13	2	0	0	0	2	5
c.	Appliances	18	25	3	0	0	0	9	0	0	0	0	3	3
d.	Furniture	31	14	2	0	0	0	7	0	0	0	0	2	5
e.	Medical Care	36	19	2	0	0	0	2	0	0	0	0	0	2
f.	Dental Care	47	10	0	0	0	0	1	0	0	0	0	0	3
g.	Banking	52	8	0	0	0	0	0	0	0	0	0	1	0
h.	Automotive	28	25	1	0	0	0	0	0	0	0	0	0	7
i.	Entertainment	29	20	2	0	0	0	7	0	0	0	0	2	1
j.	Legal Services	46	8	0	0	0	0	0	0	0	0	0	2	5
k.	Hardware	43	16	0	0	0	0	0	0	0	0	0	1	1

WARD: 3

		Fennimore	Grant County	Dubuque	Dodge-ville	Richland Center	LaCrosse	Madison	Prairie du Chien	Iowa County	Crawford County	Sauk County	Other Various Places	N/A
a.	Groceries	86	31	2	0	0	0	1	0	0	0	0	0	2
b.	Clothing	9	51	21	0	0	3	25	2	0	1	0	7	3
c.	Appliances	28	70	4	0	0	0	13	0	0	0	0	0	7
d.	Furniture	52	42	5	0	0	0	13	0	0	1	0	2	7
e.	Medical Care	63	38	10	0	0	3	8	0	0	0	0	0	0
f.	Dental Care	77	38	2	0	0	3	0	0	0	0	0	0	2
g.	Banking	94	24	0	0	0	0	1	1	0	0	0	1	1
h.	Automotive	59	48	2	0	0	1	1	0	0	0	0	5	6
i.	Entertainment	42	60	4	0	0	2	7	0	0	0	0	2	5
j.	Legal Services	80	32	0	0	0	0	0	0	0	0	0	0	10
k.	Hardware	68	47	1	0	0	0	1	0	0	0	0	0	5

WARD: 4

		Fennimore	Grant County	Dubuque	Dodge-ville	Richland Center	LaCrosse	Madison	Prairie du Chien	Iowa County	Crawford County	Sauk County	Other Various Places	N/A
a.	Groceries	81	37	0	0	0	0	1	0	0	0	0	1	2
b.	Clothing	5	71	15	0	0	1	20	1	0	0	0	2	5
c.	Appliances	25	71	0	0	0	0	8	2	0	0	0	5	11
d.	Furniture	56	47	2	0	0	0	9	0	0	0	0	2	6
e.	Medical Care	71	40	3	0	1	0	7	0	0	0	0	0	0
f.	Dental Care	83	30	0	0	0	0	2	0	0	0	0	1	6
g.	Banking	108	13	0	0	0	0	0	0	0	0	0	0	2
h.	Automotive	51	49	0	0	0	0	3	3	0	0	0	3	13
i.	Entertainment	41	49	6	0	0	0	10	0	0	0	0	5	11
j.	Legal Services	83	29	1	0	0	0	0	0	0	0	0	1	8
k.	Hardware	79	39	1	0	0	0	0	0	0	0	0	1	2

RAY O VAC

		Fennimore	Grant County	Dubuque	Dodge-ville	Richland Center	LaCrosse	Madison	Prairie du Chien	Iowa County	Crawford County	Sauk County	Other Various Places	N/A
a.	Groceries	18	33	1	0	0	0	0	0	2	0	0	0	0
b.	Clothing	0	33	6	0	1	1	9	2	0	0	0	2	0
c.	Appliances	1	41	4	0	0	0	6	0	1	0	0	1	0
d.	Furniture	10	29	4	0	0	0	8	0	1	0	0	0	2
e.	Medical Care	11	36	2	0	1	1	2	0	1	0	0	0	0
f.	Dental Care	19	28	1	0	1	0	2	0	1	1	0	0	1
g.	Banking	34	17	0	0	1	0	1	0	1	0	0	0	0
h.	Automotive	19	28	1	0	0	0	4	0	1	1	0	0	0
i.	Entertainment	11	32	3	0	0	0	4	0	1	1	0	2	0
j.	Legal Services	24	24	0	0	1	0	1	1	1	1	0	0	1
k.	Hardware	10	40	0	0	0	0	0	0	2	0	0	1	1

SOUTHWEST VOC-TECH

		Fennimore	Grant County	Dubuque	Dodge-ville	Richland Center	LaCrosse	Madison	Prairie du Chien	Iowa County	Crawford County	Sauk County	Other Various Places	N/A
a.	Groceries	19	53	2	1	2	0	1	2	2	0	1	2	4
b.	Clothing	1	30	20	1	1	5	27	0	0	0	1	3	0
c.	Appliances	3	55	7	2	2	0	10	1	1	0	1	3	4
d.	Furniture	14	35	8	1	2	2	20	0	0	0	1	3	3
e.	Medical Care	23	43	5	2	3	3	6	0	0	0	1	1	2
f.	Dental Care	26	47	0	1	2	0	1	1	1	1	1	3	5
g.	Banking	36	40	0	2	2	0	1	1	1	1	1	1	3
h.	Automotive	22	44	3	2	2	0	4	1	1	1	1	4	4
i.	Entertainment	15	44	6	2	1	0	11	0	0	0	1	5	4
j.	Legal Services	35	30	1	2	2	0	3	1	1	1	1	2	10
k.	Hardware	20	54	0	3	2	0	0	1	1	0	1	3	4

	Fennimore	Grant County	Dubuque	Dodge-ville	Richland Center	LaCrosse	Madison	Prairie du Chien	Iowa County	Crawford County	Sauk County	Other Various Places	N/A
OTHERS													
a. Groceries	8	4	0	0	0	0	0	0	0	0	0	1	0
b. Clothing	2	4	2	0	0	1	2	1	0	0	0	0	1
c. Appliances	3	3	1	0	0	1	1	0	0	0	0	2	2
d. Furniture	5	3	0	0	0	0	0	0	0	0	0	2	3
e. Medical Care	6	5	1	0	0	0	0	0	0	0	0	0	1
f. Dental Care	5	6	0	0	0	0	0	0	0	0	0	0	2
g. Banking	11	1	0	0	0	0	0	0	0	0	0	1	0
h. Automotive	3	4	0	0	0	0	0	0	0	0	0	2	4
i. Entertainment	4	2	0	0	0	0	0	0	0	0	0	3	4
j. Legal Services	7	3	0	0	0	0	0	0	0	0	0	2	1
k. Hardware	6	4	0	0	0	0	0	0	0	0	0	1	2
TOTAL													
a. Groceries	332	199	8	1	2	0	4	2	4	0	1	9	8
b. Clothing	17	283	90	1	2	11	107	9	0	1	1	23	25
c. Appliances	98	332	27	3	2	1	53	3	3	0	1	19	28
d. Furniture	205	219	26	1	2	2	65	0	1	1	1	17	30
e. Medical Care	253	234	26	2	5	10	25	0	1	0	1	6	7
f. Dental Care	323	191	5	1	3	6	9	1	2	3	1	6	19
g. Banking	421	122	0	2	3	0	3	2	2	2	1	6	6
h. Automotive	230	248	9	2	2	1	13	4	2	2	1	19	37
i. Entertainment	176	268	25	2	1	2	40	0	1	2	1	22	30
j. Legal Services	340	166	2	3	3	1	4	2	2	3	1	8	35
k. Hardware	281	246	5	3	2	0	1	1	3	0	1	10	17
TOTAL PERCENTAGES													
a. Groceries	58.1	34.9	1.4	0.2	0.4	0.0	0.7	0.4	0.7	0.0	0.2	1.6	1.4
b. Clothing	3.0	49.6	15.8	0.2	0.4	1.9	18.7	1.6	0.0	0.2	0.2	4.0	4.4
c. Appliances	17.2	58.3	4.7	0.5	0.4	0.2	9.3	0.5	0.5	0.0	0.2	3.3	4.9
d. Furniture	35.9	38.4	4.6	0.2	0.4	0.4	11.4	0.0	0.2	0.2	0.2	2.9	5.2
e. Medical Care	44.3	41.0	4.6	0.4	0.9	1.8	4.4	0.0	0.2	0.0	0.2	1.0	1.2
f. Dental Care	56.6	33.5	0.9	0.2	0.5	1.1	1.6	0.2	0.4	0.5	0.2	1.1	3.3
g. Banking	73.8	21.4	0.0	0.4	0.5	0.0	0.5	0.4	0.4	0.4	0.2	1.1	1.1
h. Automotive	40.3	43.5	1.6	0.4	0.4	0.2	2.3	0.7	0.4	0.4	0.2	3.3	6.4
i. Entertainment	30.8	47.0	4.4	0.4	0.2	0.4	7.0	0.0	0.2	0.4	0.2	3.8	5.2
j. Legal Services	59.6	29.1	0.4	0.5	0.5	0.2	0.7	0.4	0.4	0.5	0.2	1.4	6.1
k. Hardware	49.3	43.1	0.9	0.5	0.4	0.0	0.2	0.2	0.5	0.0	0.2	1.8	2.9

TOURISM	Ward 1					Ward 2					Ward 3					Ward 4					Ray O Vac					Voc-Tech					Other					Total and %									
	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	%	A	%	DA	%	SD	%	NA	%
1. Tourism could be an important source of revenue for Fennimore	6	52	43	5	3	10	28	17	1	5	17	43	45	7	10	19	56	34	3	12	3	22	23	4	2	9	26	44	3	7	3	4	4	0	2	65	11.4	231	40.6	210	36.8	23	4.0	41	7.2
2. Fennimore's tourist attractions are adequately promoted.	2	24	62	17	4	2	12	23	14	10	0	33	60	15	14	1	33	52	13	23	2	12	28	10	2	0	16	43	13	17	0	2	8	0	3	7	1.2	132	23.2	276	48.4	82	14.4	73	12.8
3. There should be more promotion of Fennimore's tourist attractions.	8	49	41	7	4	10	20	15	4	12	9	55	34	6	18	14	58	25	2	23	5	30	17	1	1	8	35	26	2	18	3	5	2	0	3	57	10.0	252	44.2	160	28.1	22	3.9	79	13.8
4. More emphasis should be placed on tourism as a source of revenue for Fennimore.	12	43	46	5	3	8	21	16	5	11	12	43	41	7	19	14	55	28	4	21	4	24	21	2	3	7	28	32	5	17	2	6	2	0	3	59	10.4	220	38.6	186	32.6	28	4.9	77	13.5
5. Fennimore should support development which encourages tourism.	12	60	30	4	3	11	25	11	3	11	14	56	28	5	19	16	57	24	5	18	5	28	15	2	6	10	44	20	4	11	1	6	3	0	3	69	12.1	276	48.4	131	23.0	23	4.0	71	12.5
6. Fennimore has adequate facilities to handle the tourist demand (lodging,etc.)	6	33	49	20	1	2	19	24	5	11	1	39	56	7	19	2	44	47	8	21	2	14	18	9	11	4	18	47	11	9	1	3	5	1	3	18	3.2	170	29.8	246	43.2	61	10.7	75	13.1
7. Historic preservation is important to Fennimore's tourist activity.	6	58	39	4	3	8	27	7	4	15	6	53	39	6	17	13	62	17	5	25	4	32	13	4	1	7	45	19	3	15	2	3	3	1	4	46	8.1	280	49.1	137	24.0	27	4.7	80	14.1
8. Historic preservation is important to the character of Fennimore.	9	60	30	7	3	10	28	5	4	14	7	67	27	7	14	14	65	17	3	23	6	28	14	4	2	8	50	12	4	15	2	3	4	0	4	56	9.8	301	52.8	109	19.1	29	5.1	75	13.2
9. There should be stronger controls to ensure the historic character of Fennimore.	7	58	38	3	3	6	27	11	5	12	8	49	41	3	21	11	56	26	4	25	8	20	16	3	7	7	35	22	4	21	1	5	2	0	5	48	8.4	250	43.9	156	27.4	22	3.9	94	16.4
10. Adequate controls for historic preservation exists, but stronger enforcement is needed.	2	54	45	4	4	6	22	12	4	17	1	40	48	6	27	8	38	32	4	40	4	18	22	2	8	3	27	23	5	31	1	4	3	0	5	25	4.4	203	35.6	185	32.5	25	4.4	132	23.1
11. Adequate restaurant facilities exist in Fennimore.	7	43	35	23	1	6	17	21	12	5	4	46	45	19	9	10	52	36	11	13	5	24	16	9	0	1	26	31	18	12	4	2	5	1	1	37	6.5	210	36.8	189	33.2	93	16.3	41	7.2

RECREATION	Ward 1					Ward 2					Ward 3					Ward 4					Ray O Vac					Voc-Tech					Other					Total and %									
	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	A	DA	SD	NA	SA	%	A	%	DA	%	SD	%	NA	%
1. Fennimore provides adequate recreational opportunities for its residents.	4	50	30	20	5	2	25	24	5	3	6	57	47	6	6	4	44	52	10	13	3	19	24	8	3	3	22	36	16	12	0	4	2	3	4	20	3.5	221	38.8	215	37.7	68	11.9	46	8.1
2. Public parks and recreation facilities in Fennimore are well used.	15	80	12	1	1	8	46	2	2	3	12	94	10	2	4	11	84	14	3	10	10	37	6	0	3	4	51	17	1	15	2	5	1	1	3	62	10.9	397	69.6	62	10.9	10	1.8	39	6.8
3. Additional recreation facilities and/or programs are needed in Fennimore.	20	46	38	2	3	12	27	10	4	8	13	51	48	2	8	13	56	37	2	14	18	24	11	0	1	17	43	15	0	14	3	3	2	0	5	96	16.8	250	43.9	161	28.2	10	1.8	53	9.3
4. The following facilities and programs in Fennimore are in need of improvement or development:																																													
a. Athletic Fields	8	31	50	18	2	4	9	26	9	13	8	22	72	5	15	4	17	68	14	19	4	18	24	4	4	6	22	33	3	25	3	1	4	1	4	37	6.5	120	21.1	277	48.6	54	9.5	82	14.3
b. Playgrounds	7	34	60	6	2	3	11	27	7	13	3	31	73	1	14	4	31	64	8	15	3	20	26	1	4	10	27	30	2	20	2	1	6	1	3	32	5.6	155	27.2	286	50.2	26	4.6	71	12.4
c. Picnic Areas	6	26	69	6	2	2	10	33	6	10	4	26	79	1	12	4	31	65	6	16	4	17	29	1	3	8	27	32	2	20	2	1	5	2	3	30	5.3	138	24.2	312	54.7	24	4.2	66	11.6
d. Swimming Pool	26	52	23	6	2	14	32	6	4	5	24	55	33	0	10	27	55	19	2	19	9	25	15	1	4	23	31	12	1	22	3	6	1	0	3	126	22.1	256	44.9	109	19.1	14	2.5	65	11.4
e. Tennis Court	6	25	66	10	2	3	11	26	9	12	3	19	81	4	15	0	21	76	7	18	0	15	31	3	5	5	23	33	3	25	0	1	7	1	4	17	3.0	115	20.2	320	56.1	37	6.5	81	14.2
f. Community Recreation Center	22	53	25	6	3	11	18	10	7	13	29	41	35	2	15	26	56	21	2	17	10	23	14	0	9	21	32	14	2	20	3	3	3	0	4	122	21.4	226	39.6	122	21.4	19	3.3	81	14.2
g. Ice Skating Rink	20	59	25	3	2	12	26	5	5	13	31	50	26	1	14	20	56	22	3	21	10	26	13	2	3	18	32	13	2	24	2	6	2	0	3	113	19.8	255	44.7	106	18.6	16	2.8	80	14.0
h. Senior Citizen Rec. Center	17	59	25	6	2	10	19	15	6	11	20	51	35	2	14	22	60	24	3	13	11	30	6	0	7	22	36	7	1	23	4	3	2	0	4	106	18.6	258	45.3	114	20.0	18	3.2	74	12.9
i. Youth Rec. Program	29	57	17	4	2	16	19	8	5	13	30	55	23	1	13	28	57	15	3	19	19	26	3	0	6	28	41	5	0	15	3	4	2	0	4	153	26.8	259	45.4	73	12.8	13	2.3	72	12.7
j. Adult Rec. Program	21	57	20	7	4	12	18	13	4	14	22	48	35	2	15	20	55	27	2	18	12	25	9	0	8	24	34	10	1	20	3	3	3	0	4	114	20.0	240	42.1	117	20.5	16	2.8	83	14.6
k. Senior Citizen Rec. Program	17	64	16	6	6	10	21	11	6	13	23	51	31	4	13	23	52	26	2	19	13	28	7	0	6	21	40	7	0	21	3	4	2	0	4	110	19.3	260	45.6	100	17.5	18	3.2	82	14.3

PUBLIC FACILITIES AND SERVICES	Ward 1					Ward 2					Ward 3					Ward 4					Ray O Vac					Voc-Tech					Other					Total and %									
	VG	A	P	VP	NA	VG	A	P	VP	NA	VG	A	P	VP	NA	VG	A	P	VP	NA	VG	A	P	VA	NA	VG	A	P	VP	NA	VG	A	P	VP	NA	VG	%	A	%	P	%	VP	%	NA	%
1. Please rate the following existing facilities and services in Fennimore:																																													
a. Water Distribution system	31	70	1	2	5	20	34	3	1	3	33	81	3	1	4	13	92	8	1	8	10	32	4	0	8	12	50	3	1	23	1	10	0	0	2	120	21.1	369	64.7	22	3.9	6	1.1	53	9.2
b. Sanitary Sewer System	36	69	1	3	0	27	30	1	1	2	54	63	1	0	4	35	76	3	0	8	11	32	3	0	8	16	50	2	1	20	3	7	1	0	2	182	31.9	327	57.4	12	2.1	5	0.9	44	7.7
c. Electrical Utilities	15	48	23	23	0	10	20	14	15	1	21	54	31	13	3	12	69	24	10	7	5	24	15	4	8	5	32	17	15	19	0	6	3	2	2	68	11.9	253	44.4	127	22.3	82	14.4	40	7.0
d. Schools	30	73	6	0	0	26	29	1	2	3	41	72	5	0	4	23	81	6	0	12	13	26	8	2	5	24	41	8	0	16	1	7	3	0	2	158	27.7	329	57.7	37	6.5	4	0.7	42	7.4
e. Fire Protection	57	49	2	0	1	39	19	0	1	2	80	41	0	1	0	57	57	1	0	7	19	31	0	0	4	32	35	2	0	20	6	4	0	0	3	290	50.9	236	41.4	5	0.9	2	0.4	37	6.4
f. Police Protection	35	54	16	4	0	22	29	7	1	2	44	69	8	1	0	37	65	11	2	7	11	35	3	0	5	21	44	6	2	16	2	6	1	0	4	172	30.2	302	53.0	52	9.1	10	1.8	34	6.0
g. Streets	10	65	24	10	0	8	36	12	2	3	17	69	29	5	2	8	80	20	11	3	3	35	8	3	5	6	47	23	3	10	2	6	1	2	2	54	9.5	338	59.3	117	20.5	36	6.3	25	4.4
h. Sidewalks	4	45	45	15	0	2	13	29	15	2	12	43	50	14	3	0	34	59	23	6	3	30	15	4	2	7	37	27	7	11	1	6	2	3	1	29	5.1	208	36.5	227	39.8	81	14.2	25	4.4
i. Street Lights	9	76	22	2	0	7	35	13	2	4	22	80	13	2	5	7	83	16	3	13	5	40	3	2	4	9	51	8	3	18	2	8	0	1	2	61	10.7	373	65.4	75	13.2	15	2.6	46	8.1
j. Off-Street Parking	2	57	40	10	0	1	30	17	7	6	6	60	43	9	4	1	64	45	4	8	2	25	15	8	4	3	31	28	11	16	1	6	4	0	2	16	2.8	273	47.9	192	33.7	49	8.6	40	7.0
k. Business District Appearance	5	49	38	17	0	1	30	22	5	3	7	50	47	13	5	7	53	39	15	8	4	28	14	3	5	1	32	38	9	9	0	6	3	1	3	25	4.4	248	43.5	201	35.3	63	11.1	33	5.7
l. City Appearance (from highway approaches)	11	68	20	10	0	4	38	11	5	3	14	79	25	4	0	14	78	18	5	7	8	33	8	1	4	3	45	26	4	11	2	7	1	0	3	56	9.8	348	61.1	109	19.1	29	5.1	28	4.9
m. Drainage	9	88	10	2	0	4	42	8	2	5	11	80	18	2	11	4	87	16	3	12	2	35	6	2	9	4	45	14	3	23	1	8	1	0	3	35	6.1	385	67.5	73	12.8	14	2.5	63	11.1
n. Garbage Collection	35	69	2	3	0	30	28	0	1	2	60	59	1	0	2	51	63	3	0	5	8	33	2	1	10	11	47	3	1	27	2	10	0	0	1	197	34.6	309	54.2	11	1.9	6	1.1	47	8.2

FENNIMORE COMMUNITY SURVEY

Please select the one best answer to each of the following questions. If you wish to comment on any of the issues, space is provided at the end of each section. If more room is needed, please attach additional sheets. However, written comments are NOT necessary. Thank you for your concern for Fennimore's future. Your cooperation and timely return of the questionnaire is greatly appreciated. To insure confidentiality, DO NOT sign your name.

SOCIO-ECONOMIC

1. In which ward do you reside: (See map) Ward 1 ☐ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐
   Outside city, but within 1½ miles: ☐
   Outside 1½ miles from the city: ☐
   None of the above, but non-resident working at Ray-O-Vac or Southwest Vocational School: ☐

2. Sex: M ☐ F ☐

3. Marital Status: Single ☐ Married ☐ Widowed, Divorced, Separated ☐

4. Age: 18-24 ☐ 25-34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65 and older ☐

5. Are you Head of Household: Yes ☐ No ☐
   (What is your employment status?):
   Employed Full Time ☐ Employed Part Time ☐
   Unemployed ☐ Housewife ☐
   Retired ☐ Disabled (not working) ☐

6. Total number of persons residing in your household, including yourself:
   ____

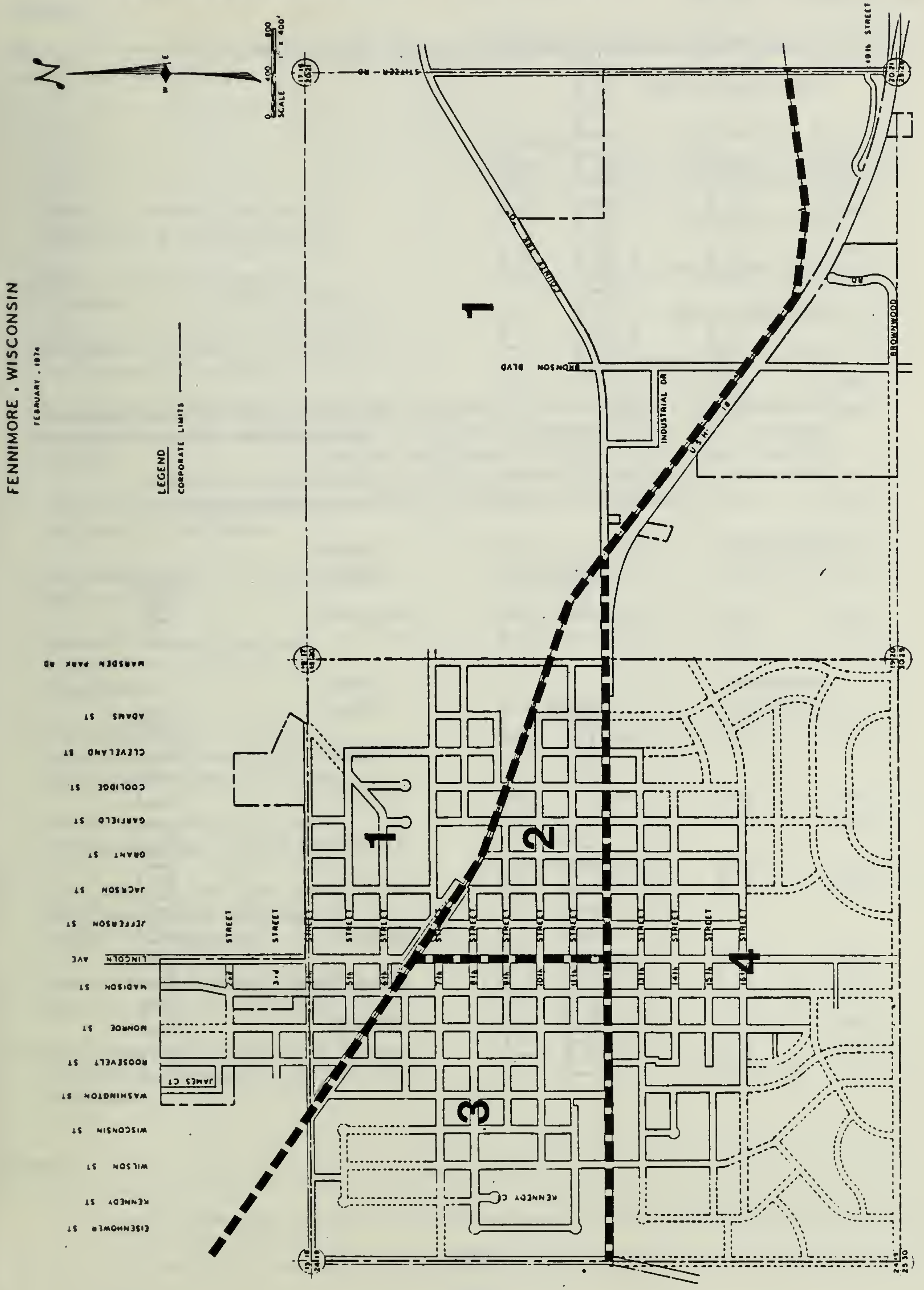
7. Of the total given in #6, how many students are out of high school?
   ____

8. Total number of persons in your household between 18 and 65 which are currently unemployed (not including students): ______________

9. Total number of persons in your household which are physically handicapped?
   ____

10. Relationship to your housing unit: Own ☐ Rent ☐
    Other ☐
    (specify) ______________
    ____

FENNIMORE VOTING WARDS



11. Household Income:

a. Total annual household income:

Less than $5,000 ☐
$ 5,000-9,999 ☐
$10,000-14,999 ☐
$15,000-19,999 ☐
$20,000-27,999 ☐
$28,000-34,999 ☐
$35,000 and above ☐

b. Please check the box across from your household size which indicates whether your total household income is under or over the corresponding dollar amount (only one box should be marked):
(Example: A household of four with a total annual household income of $25,000 would complete this as shown):

Household Size	Under	Income Level	Over
4	☐	$19,050	☒

- -

Household Size	Under	Income Level	Over
1	☐	$13,350	☐
2	☐	$15,250	☐
3	☐	$17,150	☐
4	☐	$19,050	☐
5	☐	$20,250	☐
6	☐	$21,450	☐
7	☐	$22,600	☐
8 or more	☐	$23,800	☐

HOUSING

Put an "X" in the box which most closely describes your attitude toward the following statements:

	Strongly Agree	Agree	Disagree	Strongly Disagree
1. There is enough variety in Fennimore's housing stock.	☐	☐	☐	☐
2. Most of the housing in Fennimore is of good quality.	☐	☐	☐	☐
3. Available housing in Fennimore is reasonably priced.	☐	☐	☐	☐
4. Building lots in Fennimore are available and are reasonably priced.	☐	☐	☐	☐
5. Financing for home ownership is readily available.	☐	☐	☐	☐
6. Interest rates for home loans are too high.	☐	☐	☐	☐
7. There is a need for more single-family housing in Fennimore.	☐	☐	☐	☐
8. There is a need for more multi-family housing in Fennimore (apartments, duplexes, etc.).	☐	☐	☐	☐
9. There is a need for condominium housing in Fennimore.	☐	☐	☐	☐
10. More housing for low- and moderate-income persons is needed in Fennimore.	☐	☐	☐	☐
11. There should be more housing for elderly persons in Fennimore.	☐	☐	☐	☐
12. Additional land should be devoted to mobile home parks within Fennimore.	☐	☐	☐	☐

Comments: ______________________________

____

____

DEVELOPMENT

Put an "X" in the box which most closely describes your attitude to the following statements:

	Strongly Agree	Agree	Disagree	Strongly Disagree
1. Fennimore is growing too quickly.	☐	☐	☐	☐
2. Fennimore should encourage growth to occur.	☐	☐	☐	☐
3. Should growth occur, it should be allowed to occur in an uncontrolled manner.	☐	☐	☐	☐
4. Fennimore should ensure orderly development of future growth, consistent with recognized planning practices.	☐	☐	☐	☐
5. There should be more regulation on development in Fennimore.	☐	☐	☐	☐
6. Fennimore's zoning ordinance needs to be strengthened. (Please comment)	☐	☐	☐	☐
7. Fennimore's zoning ordinance needs to be better enforced. (Please comment)	☐	☐	☐	☐

Comments: ____

____

____

ECONOMY

Put an "X" in the box which most closely describes your attitude toward the following statements:

	Strongly Agree	Agree	Disagree	Strongly Disagree
1. Local government should spend money to attract new business and industry to Fennimore.	☐	☐	☐	☐
2. Fennimore should encourage industry to locate here.	☐	☐	☐	☐
3. Fennimore should be selective in recruiting new business and industry.	☐	☐	☐	☐
4. Tax dollars should be spent to provide more parking.	☐	☐	☐	☐

	Strongly Agree	Agree	Disagree	Strongly Disagree
5. There is adequate parking in the downtown area.	☐	☐	☐	☐
6. Fennimore should recruit businesses and industries which will hire community residents.	☐	☐	☐	☐
7. Local businesses should be encouraged to expand.	☐	☐	☐	☐
8. Future shopping opportunities in Fennimore should be concentrated in the downtown business district.	☐	☐	☐	☐
9. Future shopping opportunities in Fennimore should be allowed to spread along the highways.	☐	☐	☐	☐

10. The majority of your shopping (more than 50%) for the following items is done where?

	Fennimore	Grant County	Other (Specify)
a. Groceries	☐	☐	______________
b. Clothing	☐	☐	______________
c. Appliances	☐	☐	______________
d. Furniture	☐	☐	______________
e. Medical Care	☐	☐	______________
f. Dental Care	☐	☐	______________
g. Banking	☐	☐	______________
h. Automotive	☐	☐	______________
i. Entertainment	☐	☐	______________
j. Legal Services	☐	☐	______________
k. Hardware	☐	☐	______________

What additional retail shops or services do you feel are needed? ______________

____

Comments: ____

____

____

TOURISM

Put an "X" in the box which most closely describes your attitude toward the following statements:

	Strongly Agree	Agree	Disagree	Strongly Disagree
1. Tourism could be an important source of revenue for Fennimore.	☐	☐	☐	☐
2. Fennimore's tourist attractions are adequately promoted.	☐	☐	☐	☐
3. There should be more promotion of Fennimore's tourist attractions.	☐	☐	☐	☐
4. More emphasis should be placed on tourism as a source of revenue for Fennimore.	☐	☐	☐	☐
5. Fennimore should support development which encourages tourism.	☐	☐	☐	☐
6. Fennimore has adequate facilities to handle the tourist demand (lodging, etc.).	☐	☐	☐	☐
7. Historic preservation is important to Fennimore's tourist activity.	☐	☐	☐	☐
8. Historic preservation is important to the character of Fennimore.	☐	☐	☐	☐
9. There should be stronger controls to ensure the historic character of Fennimore.	☐	☐	☐	☐
10. Adequate controls for historic preservation exists, but stronger enforcement is needed.	☐	☐	☐	☐
11. Adequate restaurant facilities exist in Fennimore.	☐	☐	☐	☐

12. Please comment on your ideas to promote Fennimore: ____________________

____

____

Comments: ____________________

____

____

RECREATION

Put an "X" in the box which most closely describes your attitude toward the following statements:

	Strongly Agree	Agree	Disagree	Strongly Disagree
1. Fennimore provides adequate recreational opportunities for its residents.	☐	☐	☐	☐
2. Public parks and recreation facilities in Fennimore are well used.	☐	☐	☐	☐
3. Additional recreation facilities and/or programs are needed in Fennimore.	☐	☐	☐	☐
4. The following facilities and programs in Fennimore are in need of improvement or development:				
a. Athletic Fields	☐	☐	☐	☐
b. Playgrounds	☐	☐	☐	☐
c. Picnic Areas	☐	☐	☐	☐
d. Swimming Pool	☐	☐	☐	☐
e. Tennis Court	☐	☐	☐	☐
f. Community Recreation Center	☐	☐	☐	☐
g. Ice Skating Rink	☐	☐	☐	☐
h. Senior Citizen Recreation Center	☐	☐	☐	☐
i. Youth Recreation Program	☐	☐	☐	☐
j. Adult Recreation Program	☐	☐	☐	☐
k. Senior Citizen Recreation Program	☐	☐	☐	☐

Comments: ____

____

____

____

PUBLIC FACILITIES AND SERVICES

Put an "X" in the box which most closely describes your attitude toward the following statements:

	Very Good	Adequate	Poor	Very Poor
1. Please rate the following existing facilities and services in Fennimore:				
a. Water distribution system	☐	☐	☐	☐
b. Sanitary sewer system	☐	☐	☐	☐
c. Electrical utilities	☐	☐	☐	☐
d. Schools	☐	☐	☐	☐
e. Fire protection	☐	☐	☐	☐
f. Police protection	☐	☐	☐	☐
g. Streets	☐	☐	☐	☐
h. Sidewalks	☐	☐	☐	☐
i. Street lights	☐	☐	☐	☐
j. Off-street parking	☐	☐	☐	☐
k. Business district appearance	☐	☐	☐	☐
l. City appearance (from highway approaches)	☐	☐	☐	☐
m. Drainage	☐	☐	☐	☐
n. Garbage collection	☐	☐	☐	☐

Comments:

WRAP-UP

1. In your opinion, what are Fennimore's strengths?

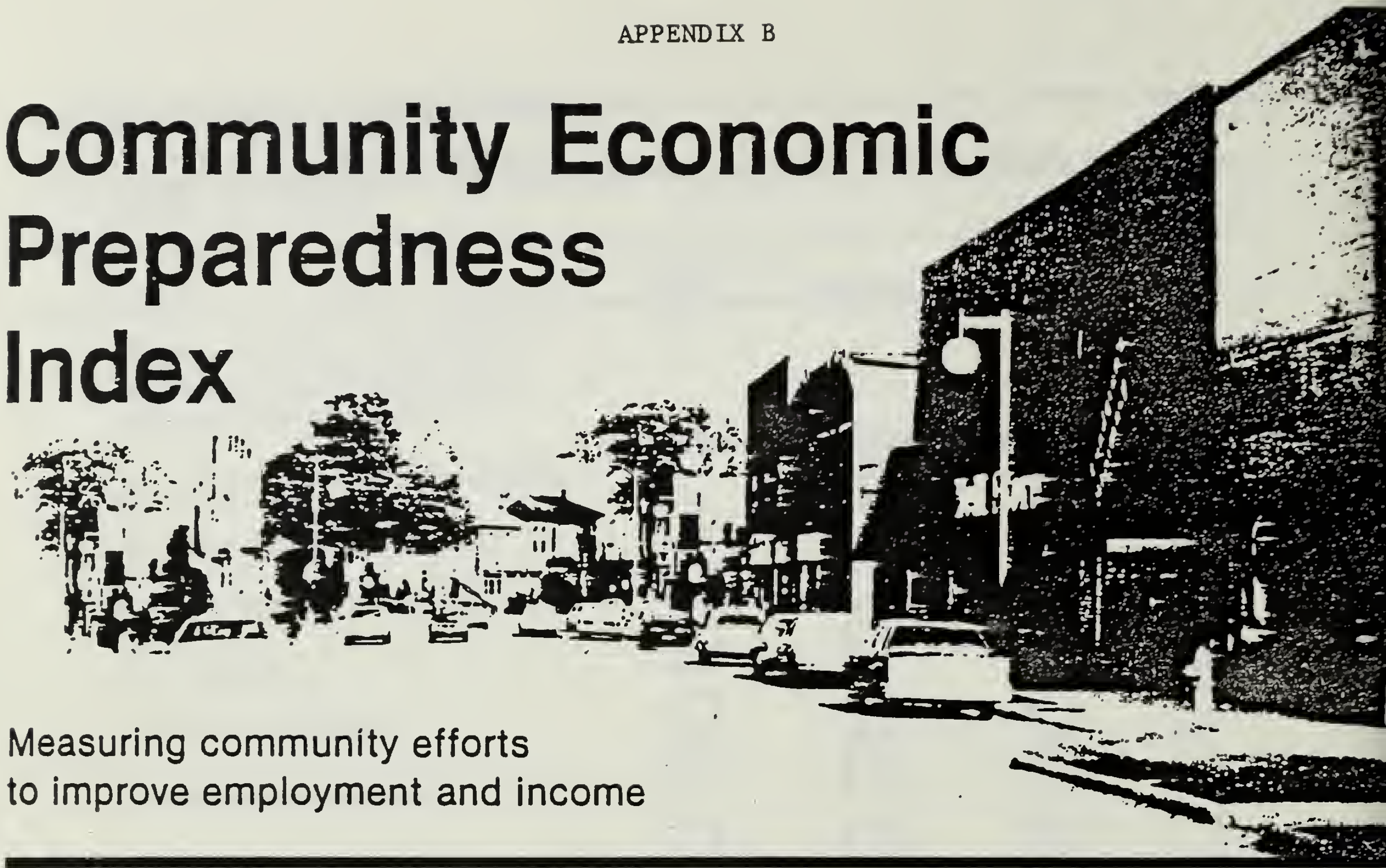
2. In your opinion, what are Fennimore's weaknesses?

Feel free to make any additional comments:

Thank you for your cooperation. Please remember to return the completed survey as soon as possible to the advertised collection points.

APPENDIX B

Community Economic Preparedness Index



Measuring community efforts
to improve employment and income

INSTRUCTIONS

produced jointly by

Wisconsin Department of Development and
University of Wisconsin-Extension

Developed by
Glen Pulver, Ron Shaffer, Ayse Somersan, and
Sydney Staniforth of the University of Wisconsin-Extension,
and Vance Rayburn of the Wisconsin Department of Development.

Community Economic Preparedness Index

Measuring community efforts to improve employment and income

Produced jointly by the Wisconsin Department of Development and University of Wisconsin-Extension

---

Instructions

The purpose of the community economic preparedness index is to help citizens analyze and plan action to improve their community's opportunity to increase employment and income. The index is a list of activities and conditions that can be controlled by the community.

To complete the form, fill in the "yes" or "no" blanks for each item, then rank the category as a whole. If you do not know, mark "?". Items marked "no" and categories rated "fair" or "minimal" indicate areas in need of improvement. The index was designed for communities of between 1,000 and 20,000 people in size.

1. The community has an economic development plan:

Yes No ?

☐ ☐ ☐ a. Prepared and reviewed by a citizens committee.

☐ ☐ ☐ b. Formally adopted by the village board/city council within the last three years.

☐ ☐ ☐ c. Includes a complete analysis of sources of employment.

☐ ☐ ☐ d. The plan encourages economic development.

Circle one: *Excellent Good Fair Minimal*

2. The community has a land use plan and zoning ordinance that delineates industrial and commercial areas.

Yes No ?

☐ ☐ ☐ a. It has been written or formally reviewed within the last three years.

☐ ☐ ☐ b. Provision is made for expansion of commercial and industrial sites.

Circle one: *Excellent Good Fair Minimal*

3. The community has an industrial development corporation.

Yes No ?

☐ ☐ ☐ a. There is an organized industrial development prospect contact team.

☐ ☐ ☐ b. An annual update of industrial development information has been filed with the Wisconsin Dept. of Business Development.

☐ ☐ ☐ c. The corporation has financed an industrial prospect search outside of the community within the past two years.

__________ d. Budget (amount).

__________ e. Membership (number).

Circle one: *Excellent Good Fair Minimal*

4. The community has a contact system for inventorying vacant and available commercial buildings.

Yes No ?

☐ ☐ ☐ a. A list of current vacancies can be provided within two days.

☐ ☐ ☐ b. The list includes square footage, photographs, property description, and ownership.

Circle one: *Excellent Good Fair Minimal*

5. The community has an industrial site (with vacancies)

Yes	No	?	
☐	☐	☐	a. It owns or has an option on a site of 15 acres or more.
☐	☐	☐	b. There is an adequate water line (10" or more) to the property line.
☐	☐	☐	c. There are heavy duty streets not through a residential area to the boundary.
☐	☐	☐	d. There is an adequate sewer line (12" or more) to the property line.
☐	☐	☐	e. A firm site price has been set.
☐	☐	☐	f. A soil test boring has been made.
☐	☐	☐	g. A copy of site covenants and restrictions is readily available.
☐	☐	☐	h. A topographical map is readily available, including site layout.

Circle one: *Excellent* *Good* *Fair* *Minimal*

6. The community has a vacant shell building on an industrial site.

Yes	No	?	
☐	☐	☐	a. Minimum of 10,000 sq. ft.
☐	☐	☐	b. Floor to ceiling clearance, 16 ft.
☐	☐	☐	c. It is expandable.
☐	☐	☐	d. Layout and photo are available.
☐	☐	☐	e. An annual update has been filed with the Wisconsin Dept. of Development.

Circle one: *Excellent* *Good* *Fair* *Minimal*

7. The community has done a labor survey within the past three years.

Yes	No	?	
☐	☐	☐	a. It includes the number of people by employer.
☐	☐	☐	b. It includes a wage rate and fringe benefit analysis.
☐	☐	☐	c. It identifies which labor unions are present in the community.
☐	☐	☐	d. It describes absenteeism rates.
☐	☐	☐	e. It identifies work force participation rates.
☐	☐	☐	f. It indicates the distance people will travel to work.
☐	☐	☐	g. The community is organized to do a special labor survey on request.

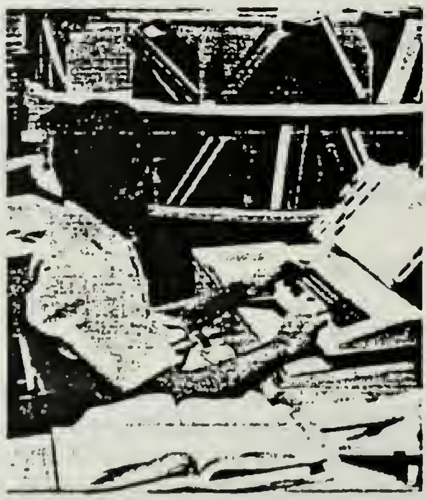
Circle one: *Excellent* *Good* *Fair* *Minimal*

8. The community has a promotional brochure.

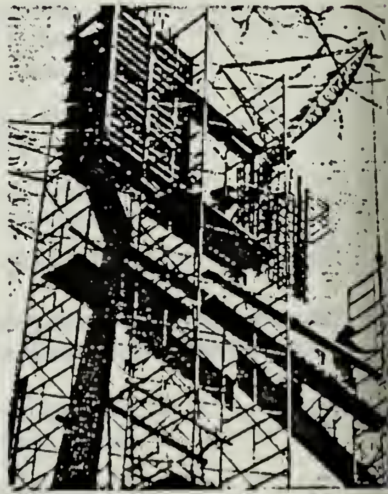
Yes	No	?	
☐	☐	☐	a. It describes the recreational opportunities.
☐	☐	☐	b. It provides a description of services (e.g. retail, restaurants).
☐	☐	☐	c. It describes the quality of public services (e.g. schools, hospitals).
☐	☐	☐	d. It describes private housing quality.
☐	☐	☐	e. It describes major employers (industry, commerce, government).
☐	☐	☐	f. It has been revised within the last two years.

Circle one: *Excellent* *Good* *Fair* *Minimal*

OPPORTUNITIES FOR DEVELOPMENT:



Help Businesses Grow



Help Businesses Start

9. The community has completed and distributed a "Community Economic Profile" within the past year. (Example: those done by the Wisconsin Dept. of Development, public utilities, etc.)

Yes No ?

☐ ☐ ☐

Circle one: *Excellent* *Good* *Fair* *Minimal*

10. The local government helps business acquire financing.

Yes No ?

☐ ☐ ☐ a. Has passed an industrial revenue bond interest resolution.

☐ ☐ ☐ b. Has created a tax incremental financing (TIF) district.

☐ ☐ ☐ c. Has encouraged the formation of a small business development organization.

Circle one: *Excellent* *Good* *Fair* *Minimal*

11. Local banks support community economic development.

Yes No ?

☐ ☐ ☐ a. Local banks have utilized a correspondent bank relationship in financing a local project within the past two years.

☐ ☐ ☐ b. Local banks have actively solicited commercial and industrial loans within the past year.

☐ ☐ ☐ c. Local banks have made Small Business Administration guaranteed loans within the past two years.

☐ ☐ ☐ d. Bank officials are active in community economic development organizations.

Circle one: *Excellent* *Good* *Fair* *Minimal*

12. The community has a program to encourage existing businesses (commercial and industrial).

Yes No ?

☐ ☐ ☐ a. At least three adult courses in business management were taught last year.

☐ ☐ ☐ b. The Chamber of Commerce, business organization, or industrial group makes regular visits to business managers.

☐ ☐ ☐ c. An annual industrial and commercial recognition event (exhibit, field day) is held.

Circle one: *Excellent* *Good* *Fair* *Minimal*

13. The community has a chamber of commerce or business organization working on retail sales programs and commercial development.

Yes No ?

☐ ☐ ☐ a. Has a paid (chamber of commerce, business organization) executive at least on a part-time basis.

☐ ☐ ☐ b. Has a tourist promotion committee.

____________ c. Number of members (number).

____________ d. Budget (figure).

Circle one: *Excellent* *Good* *Fair* *Minimal*

14. The community has completed a trade area survey/analysis within the last three years.

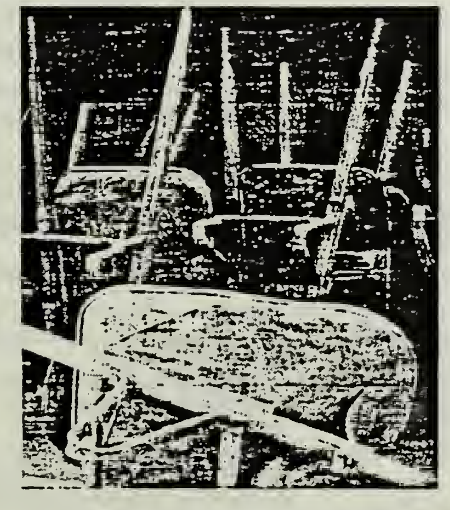
Yes No ?

☐ ☐ ☐ a. The findings have been reported to local businesses.

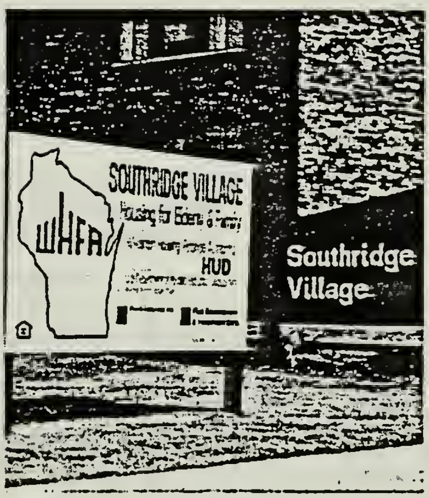
☐ ☐ ☐ b. The findings have been communicated to business prospects outside of the community.

Circle one: *Excellent* *Good* *Fair* *Minimal*

ture Dollars Locally



Attract New Industry



Increase Aids Received

15. The community has an active downtown program.

Yes	No	?	
☐	☐	☐	a. It has a regular calendar of main street promotion activity (e.g. monthly trade days).
☐	☐	☐	b. Has completed a downtown physical renovation within the past 10 years.
☐	☐	☐	c. Merchants are following the plan when renovating.
☐	☐	☐	d. Has a uniform billboard and street sign ordinance.
☐	☐	☐	e. Has improved main street lighting, seating, and traffic flow within past 10 years.

____________ f. Number of downtown business area public parking spaces (number).

Circle one: *Excellent Good Fair Minimal*

16. The community has a published directory of:

Yes	No	?	
☐	☐	☐	a. Restaurants
☐	☐	☐	b. Motels and hotels
☐	☐	☐	c. Recreational facilities

Circle one: *Excellent Good Fair Minimal*

17. The community has at least one major community event each year (one which has an impact broader than the community, attracting at minimum people from neighboring communities, e.g. pageants, festivals, contests, derbies, fairs).

List the events: ______________________________

____

Circle one: *Excellent Good Fair Minimal*

18. The public services of the community are adequate.

Yes	No	?	
☐	☐	☐	a. The municipal fire service is Grade 6, 7 or 8 or better (rated in past 5 years).
☐	☐	☐	b. Has capacity for environmentally-sound solid waste management in landfill sites for at least five years.
☐	☐	☐	c. Meets all Dept. of Natural Resources sewer discharge requirements or has initiated the facilities planning process.
☐	☐	☐	d. Has excess water capacity equivalent to 5% of its current population.
☐	☐	☐	e. Has an organized plan for next five years for capital improvements on streets.
☐	☐	☐	f. Has an airport with a 3,900-foot paved runway or better.

Circle one: *Excellent Good Fair Minimal*

19. The community has submitted proposals for state and/or federal funding for development programs.

Yes	No	?	
☐	☐	☐	a. For housing.
☐	☐	☐	b. For two of the following: sewer, water, streets, fire protection, waste management.
☐	☐	☐	c. For one of the following: airport, health protection, public parks, community building.

Circle one: *Excellent Good Fair Minimal*

20. The community presents a positive living environment.

Yes	No	?	
☐	☐	☐	a. There is an organized senior citizen transportation system.
☐	☐	☐	b. There is a senior citizen public housing development.
☐	☐	☐	c. There are 10 acres or more of public parks per 1,000 people.
☐	☐	☐	d. There are fewer than 1,000 people per physician.
☐	☐	☐	e. The percentage of low and moderate income households with housing assistance needs is below 13%.
☐	☐	☐	f. All educational systems are adequate.

____________ g. How many youth organizations are there functioning in the community? (number)

Circle one: *Excellent Good Fair Minimal*

COOPERATIVE EXTENSION PROGRAMS UWEX **University of Wisconsin-Extension**, Cooperative Extension Programs, Gale L. VandeBerg, director, in cooperation with the U.S. Department of Agriculture and Wisconsin counties, publishes this information to further the purpose of the May 8 and June 30, 1914 Acts of Congress; and provides equal opportunities in employment and programming including Title IX requirements.

Produced by the Department of Agricultural Journalism, University of Wisconsin-Madison.

This publication is available from your Wisconsin county Extension office or from:
Agricultural Bulletin Building
1535 Observatory Drive
Madison, Wisconsin 53706
Phone 608-262-3346
Editors, before publicizing should contact the Agricultural Bulletin Building to determine its availability..

I3189 COMMUNITY ECONOMIC PREPAREDNESS INDEX
20¢ R-06-82-10M-H

UNIVERSITY OF ILLINOIS-URBANA
3 0112 106759795